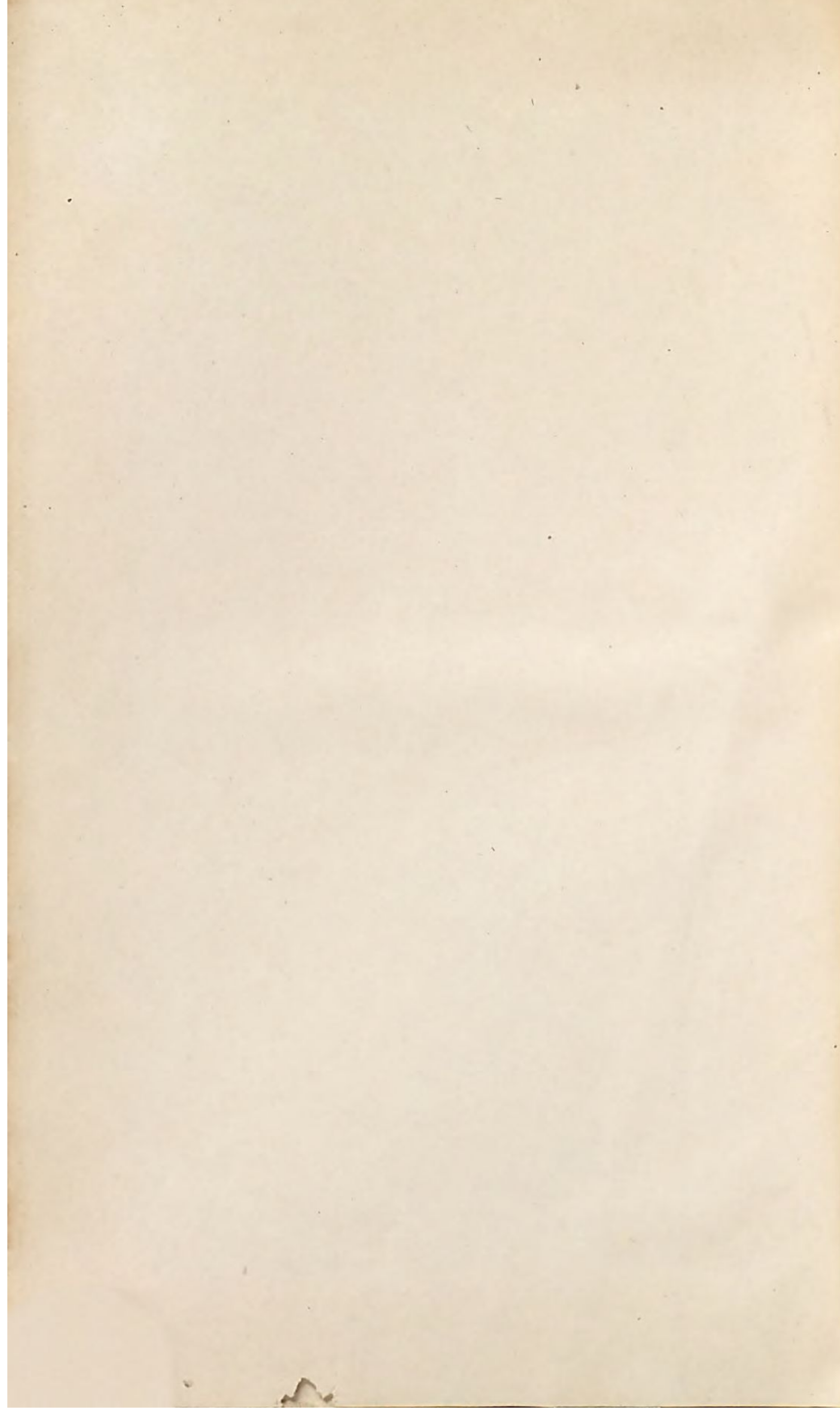


Am. B. 3040

(494)

Proceedings



ELEVENTH ANNUAL REPORT

OF THE

INTERSTATE COMMERCE COMMISSION.

DECEMBER 6, 1897.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1897.

THE INTERSTATE COMMERCE COMMISSION.

Hon. WILLIAM R. MORRISON, of Illinois, Chairman.

Hon. MARTIN A. KNAPP, of New York.

Hon. JUDSON C. CLEMENTS, of Georgia.

Hon. JAMES D. YEOMANS, of Iowa.

Hon. CHARLES A. PROUTY, of Vermont.

EDWARD A. MOSELEY, Secretary.

INTERSTATE COMMERCE COMMISSION,
OFFICE OF THE SECRETARY,
Washington, December 16, 1897.

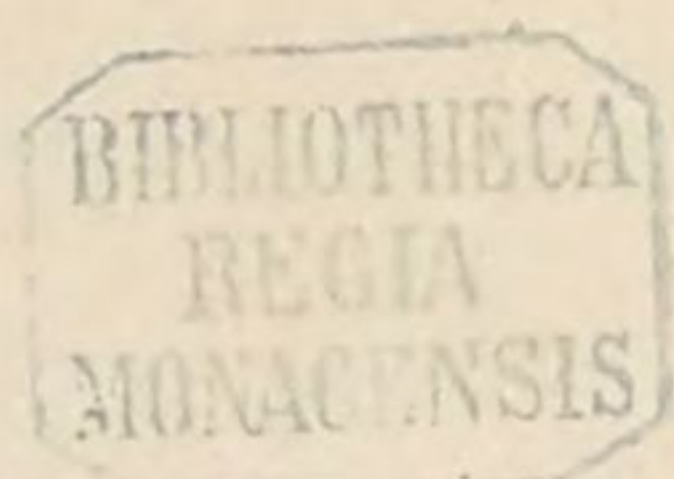
SIR: In accordance with the provisions of the act to regulate commerce, I have the honor to transmit herewith the Eleventh Annual Report of the Interstate Commerce Commission.

Respectfully, yours,

W. R. MORRISON.

The honorable

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.



CONTENTS.

	Page.
Introduction.....	5
Enforcement of the act	5
Import and export rates	6
Powers of the Commission	9
Maximum-rate case	14
Commission has no real power as to rates.....	16
Excessive rates	22
No power to correct undue preferences	23
Divisions of joint rates	26
How shall orders of Commission be enforced:.....	27
Procedure before Commission.....	30
To what extent should orders be subject to judicial review	34
What effect should be given order pending proceedings in review.....	35
Long and short haul section	37
Necessity for fourth section	43
Failure to maintain published rates	46
Pooling	48
Investigation, demoralization of grain rates, and apportionment of traffic to the seaboard.....	51
Penal section of the act.....	60
Ticket brokerage	61
Uniform classification.....	62
Through routes and through rates.....	71
Statistics of railways	75
Final report for year ending June 30, 1896.....	75
Mileage.....	76
Classification of railways	76
Equipment	76
Employees.....	77
Capitalization and valuation of railway property.....	78
Public service of railways.....	78
Earnings and expenses	79
Railway accidents	80
Statistician's recommendations.....	80
Preliminary report on income and expenditures of railways for year ending June 30, 1897.....	81
Difficulty in obtaining statistical reports	82
Construction, publication, and filing of tariffs.....	83
Court decisions	90
Power of Commission to prescribe maximum rates.....	90
Long and short haul clause.....	91
Wight case	93
Free-cartage case	94
Order of Commission binding upon successor corporations	95
Jurisdiction of circuit courts.....	96
Enforcing reparation awarded to injured shippers	97
Joint Traffic Association and Trans-Missouri Freight Association cases....	97
Claims for damages	98
Original suits in court based on alleged unreasonable tariff rates.....	99
Mandamus proceedings to compel carriers to file annual reports with the Commission.....	100
Cases decided by the Commission	101
Proceedings under the fourth section.....	101
Rates on milk from competing producing localities to a common market..	108
Free transportation of shippers	110

Cases decided by the Commission—Continued.	Page.
Transportation through different States which begins and ends in the same State.....	111
Reasonable passenger fares.....	112
Lower rates on freight between the same points when forwarded by wagon from the railway terminal.....	112
Reasonable freight rates between points in Missouri and a point in Arkansas.....	113
Power and duty of the Commission as to unreasonable rates since decision of Supreme Court in "The Freight Bureau cases".....	114
Rules or regulations which change or affect rates.....	115
Legality of maximum and minimum carload weights which vary according to capacity of cars.....	117
Tariff rates over connecting lines.....	118
Purchase and sale of grain by a carrier to hold the transportation over its own line.....	120
Reshipment of grain at the "Balance of the through rate".....	121
Posting of rate schedules.....	122
Group rates on vegetables—classification.....	122
Damages for refusing to forward freight over an existing through route..	122
Lower rates on "ex-lake grain" in cargo lots than on such grain in carloads.....	123
Regulation of electric railways under the act to regulate commerce.....	124
Omaha Bridge case.....	125
Miscellaneous decisions.....	125
Safety appliances.....	127
Formal proceedings instituted before the Commission.....	131
Civil cases pending in the courts.....	137
Criminal proceedings.....	138
National convention of railroad commissioners.....	139
Amendments and additional legislation.....	140

APPENDICES.

A. Names and compensation of all employees, together with a statement of appropriation and expenditures.....	151
B. Points decided by the Commission since its organization.....	161
C. Statement showing total number of freight schedules filed from July 1, 1896, to June 30, 1897, inclusive, and number which failed to give legal notice of advances and reductions in rates; also percentage of schedules failing to give legal notice of the total number filed.....	289
D. Statistics of railways in the United States, report for year ending June 30, 1896.....	297
E. Preliminary report on the income account of railways in the United States for the year ending June 30, 1897.....	299
Index.....	301

REPORT OF THE INTERSTATE COMMERCE COMMISSION.

WASHINGTON, D. C., *December 6, 1897.*

To the Senate and House of Representatives :

The Eleventh Annual Report of the Interstate Commerce Commission is respectfully transmitted for the consideration of Congress.

The office or exclusively administrative work of the Commission for the year has been similar in character to that reported for previous years. In some of its branches this work has considerably increased. One hundred and eighteen thousand seven hundred tariffs or schedules of rates and charges and classifications were received and receipted for, compared, examined, indexed, and filed, and two hundred and sixty-nine thousand and forty-eight certificates of concurrence of carriers adopting the tariffs of rates and charges established by other carriers were received, receipted for, examined, compared, filed, and such concurrence indicated.

The Ninth Annual Report of Statistics of Railways was completed and is to be published in a separate volume as an appendix, and is part of this report. The adjustment and effort to adjust complaints and alleged grievances through correspondence, without formal hearing and trial, still make up an important part of the daily administrative work of the Commission. In connection with this administrative work, including the general correspondence of the office, 123,346 letters have been received, and 84,424 have been sent from the office of the Commission; and annual, statistical, and miscellaneous reports have been issued and distributed to the number of 73,570.

The names and compensation of the persons employed by the Commission, together with a statement of expenditures, are given in Appendix A.

ENFORCEMENT OF THE ACT.

The formal hearings of cases and the investigations made at the office of the Commission in the city of Washington, where its general sessions are held, were less in number during the last than in some previous years. With a view to promoting the convenience of the public and all parties to proceedings and investigations, and to prevent probable expense, the Commission held special sessions, made investigations, and by one or more of the Commissioners prosecuted inquiries at Austin, Tex.; Boston, Mass.; Buffalo, N. Y.; Chicago, Ill. (three ses-

sions); Cleveland and Cincinnati, Ohio; Dallas, Tex.; Detroit, Mich.; Fort Worth, Galveston, and Houston, Tex.; Jacksonville, Fla.; Sioux City, Iowa; Kansas City, Mo.; Louisville, Ky. (two sessions); Memphis and Nashville, Tenn.; New Orleans, La.; New York City (two sessions); Philadelphia (two sessions); Savannah, Ga.; St. Louis, Mo. (two sessions), and Bluefield, W. Va. At these special sessions and inquiries the fares, rates, charges, practices, or business management and the manner of conducting the same, of five hundred and ten common carriers were examined, investigated, or inquired into.

The earlier reports of the Commission contain the information annually collected and considered of value, the recommendations as to additional legislation deemed necessary by the Commission to the regulation of commerce, and the determination of questions connected therewith as required by the act making provision for such regulation. In connection with such annual recommendations for the years 1887 to 1893, inclusive, the Commission considered and discussed the aims and purposes of the act and the principles upon which it was based; and in connection with recommendations in 1894 and 1895 the Commission reported to Congress some of the hindrances and obstacles to the enforcement of the act, with suggestions as to remedies therefor. Reasonable opportunity was thus afforded to the public, and to shippers and carriers as well, to become familiar with the provisions and requirements of the statute preparatory to the more rigid application of its provisions to the correction of transportation abuses; and time was thus given the carriers not only for obtaining knowledge as to its requirements, but also for bringing their rates, charges, practices, and methods into conformity with the law.

In thus indicating the hindrances to regulation and checks upon the enforcement of the act, it was shown that these restraints resulted largely, if not chiefly, from the discoveries and decisions of the courts giving to the act an interpretation contrary to the general understanding of its scope and purposes; and in consideration of the construction of many leading provisions of the act respecting its enforcement, the powers conferred and duties imposed on the Commission, then recently made by the United States Supreme Court, the Commission in its report for the year 1896 assigned to the court's decisions special significance in connection with its duty to report information collected and recommendations for necessary additional legislation. Recent adjudication had, it was believed, shown defects in the act, or so increased the difficulties of administering it as to render its enforcement as a remedial statute practically impossible.

IMPORT AND EXPORT RATES.

Of these decisions, the one then deemed of most consequence had been rendered in the matter of railway transportation charges on imported goods, the Chief Justice and two associate justices dissenting

(162 U. S., 197). The Commission had decided after investigation and trial that carriers could not lawfully make any greater transportation charges on domestic goods or freights originating at seaboard points, and shipped thence to interior or other seaboard points by rail, than the charges at the same time made for the like service on similar goods and freights originating in foreign ports; that "Imported traffic transported to any place in the United States from a port of entry or place of reception, whether in this country or an adjacent foreign country, is required to be taken on the inland tariff governing other freights;" the Commission further holding that no circumstances and conditions which exist beyond the United States seaboard could be lawfully considered in justification of lower rates on import than on domestic traffic. In the case considered and decided by the court the rate on some classes of freight over the Texas and Pacific Railway and connections appeared to be more than three times greater on domestic than on imported freights of the same kinds carried from New Orleans to San Francisco, and the complaint was that any higher charge on domestic business was unjust discrimination and undue preference in favor of imported goods.

The Commission did not, and decided that under existing law it could not, take into consideration the circumstances and conditions affecting transportation of traffic by reason of its foreign origin and carriage by sea, and petitioned the court to enforce the order of the Commission requiring the roads to afford and maintain the same inland rates on domestic traffic as were charged inland on shipments from abroad. The court refused its sanction to the enforcement of the Commission's order, and decided that in consequence, or "out of a misconception of the purposes and meaning of the act," the Commission had proceeded on an improper basis, and had "declined to consider certain circumstances and conditions which under a proper construction of the act it ought to have considered;" that "among the circumstances and conditions to be considered as well in the case of traffic originating in foreign ports as in the case of traffic originating within the limits of the United States, competition that affects rates should be considered." In rendering its opinion the court correctly assumed that it could not be supposed that Congress intended when regulating commerce to interfere with and interrupt sources of trade and commerce already existing, nor to overlook the property rights of those who had invested money in the railroads of the country, "or destroy an existing branch of commerce of value to common carriers and to the consumers of the United States."

The question in dispute in this case was, whether common carriers subject to the act may lawfully charge more for hauling freights originating at New Orleans to San Francisco than they charge for the same service on freights shipped through New Orleans to San Francisco from a foreign port. If, to avoid the destruction of an existing branch of

commerce of value to common carriers and to consumers in any such case, the competition arising out of circumstances and conditions at foreign ports, in foreign countries, or on foreign seas, which affects rates must be considered, as the Supreme Court apparently believes it must, then the effect of such competition must be ascertained, measured, and the circumstances out of which it arises must have and be given the full weight of its influence on the through rate, including the charges for the inland carriage of imported traffic.

The freight transportation cost of reaching our various ports from the same foreign port, as well as the cost of reaching any one of our ports from every foreign port, is unequal, free from legal restraint or control, and ever varying. The difficulty, if not the practical impossibility, of giving effect and proper weight to the competition arising out of such conditions can hardly fail to suggest itself even to the inexperienced and such as are not experts.

Take the article of sugar, for instance, and only by way of illustration, for severe competition may, and trade relations or arrangements with Hawaiian producers probably do, keep that which might otherwise be carried from or through New Orleans out of San Francisco. Apply the requirements of the decision of the Supreme Court that competition arising in foreign countries must be taken into consideration by the Commission, as it is and will be by the carrier, in the determination of the rate of charges which may be made on imported sugar carried from New Orleans to San Francisco; this enables the carrier to so adjust his rates for the inland service that, when added to the charge for ocean carriage, the through rate will be substantially the same as the through rate by other routes, whether wholly by sea or partly by rail; and to be carried at all, the freight must be delivered at place of destination, in this instance San Francisco, at substantially the same cost and price, irrespective of the place of origin, or the traffic will reach destination by other routes.

This article is imported raw from as many as two dozen places of foreign production, and the refined article from half as many, the distance to the port of New Orleans by water being as various as the distances between that port and the various countries from which the product comes. The distance to Cuba is little more than 500 miles; to European and South American ports ten times, and to Asiatic ports more than twenty times, greater. The ocean transportation cost of reaching New Orleans would be different from each of these places; and, to equalize the rate to place of destination, the inland rail rate would vary to correspond with and be as variable as the ocean rate from the various foreign ports. Take a train load of eleven cars, one of New Orleans sugar and a car each of sugar from China, Austria, Germany, England, and a half dozen other foreign countries of varying distances, and under the act as now declared the rail rate to San Francisco would be the same on no two cars in the train. Testimony

before the Commission shows that, while it is not a profitable rate, 100 pounds of sugar can be moved between New Orleans and San Francisco for about 50 cents. The rate from San Francisco to New Orleans is 65 cents, and it is sometimes carried for less. Probably with no intention of carrying any, the rate from New Orleans to San Francisco is \$1.65. Without legislation prescribing a method by which competition arising abroad is to be adjusted in its relations to inland carriage, the influence which such foreign competition may rightly have upon the inland rate can not be properly determined.

Acting on the assumption that under the decision of the Supreme Court they may take into consideration and avail themselves of competitive conditions arising on or beyond the seas, the common carriers establish and change their rates on imported traffic as the ocean transportation charges vary, and since this decision was rendered the rate of charges on imported traffic has been made and changed at the will of the carrier without regard to inland rates, discriminations, or preferences, and in disregard of any legal requirement to charge the same rate on import traffic to all persons.

The carriers further insist that under the statute the rules applicable to the establishment and maintenance of rates inland on import traffic are applicable in the inland carriage to the seaboard of traffic for export, and that the circumstances and conditions arising beyond the limits of the United States that affect through rates on export traffic are lawfully taken into consideration in connection with and in justification of rates to the seaboard on traffic for export, without regard to the rates maintained on freight to the seaboard cities for domestic use. This makes transportation abuses easy and affords a convenient means of giving rebates by carrying for domestic use under pretext of carrying for export.

The Commission is unable to recommend any practical rule or additional legislation by which the inland rail charges on import traffic shall be measured, other than that indicated in the matter or case above referred to, in respect to which the court discovered that the Commission had proceeded on an improper basis. The rule so indicated by the Commission was:

Imported traffic transported to any place in the United States from a port of entry or place of reception, whether in this country or an adjacent foreign country, is required to be taken on the inland tariff governing other freights.

In view of these further considerations, in addition to those submitted in our last annual report, we again appeal to Congress for appropriate legislation.

POWERS OF THE COMMISSION.

Another decision of the United States Supreme Court, considered and treated as of special importance in our last report, was that made March 30, 1896, as to the reasonableness of an Atlanta rate. (Cincin-

nati, New Orleans and Texas Pacific Railway v. Interstate Commerce Commission, 162 U. S., 184.) In this case it now appears the court decided that the Commission had not been vested with power to modify or reduce any rate of charges established and fixed by the carrier, or to prescribe any lower rate for the future, a power which the Commission had exercised from the time of its organization. In the opinion the court said:

Whether Congress intended to confer upon the Interstate Commerce Commission the power to itself fix rates, was mooted in the courts below, and is discussed in the briefs of counsel.

We do not find any provision of the act that expressly, or by necessary implication, confers such a power.

It is argued on behalf of the Commission that the power to pass upon the reasonableness of existing rates implies a right to prescribe rates. This is not necessarily so. The reasonableness of the rate, in a given case, depends on the facts, and the function of the Commission is to consider these facts and give them their proper weight. If the Commission, instead of withholding judgment in such a matter until an issue shall be made and the facts found, itself fixes a rate, that rate is prejudged by the Commission to be reasonable.

We prefer to adopt the view expressed by the late Justice Jackson, when circuit judge, in the case of the *Interstate Commerce Commission v. Baltimore and Ohio Railroad Company* (43 Fed. Rep., 37), and whose judgment was affirmed by this court (145 U. S., 263):

"Subject to the two leading prohibitions that their charges shall not be unjust or unreasonable, and that they shall not unjustly discriminate, so as to give undue preference or disadvantage to persons or traffic similarly circumstanced, the act to regulate commerce leaves common carriers, as they were at the common law, free to make special contracts looking to the increase of their business, to classify their traffic, to adjust and apportion their rates so as to meet the necessities of commerce, and generally to manage their important interests upon the same principles which are regarded as sound and adopted in other trades and pursuits."

In the syllabus of the case the official reporter of the court said:

The Interstate Commerce Commission is not empowered, either expressly or by implication, to fix rates in advance.

When the matter before the court in this case was passed on by the Commission an issue had been made and the facts found after notice and due hearing; it did not, therefore, prejudge the rate fixed by itself to be reasonable. Complaint had been made that the rate established by the carriers was unreasonable and unjust. The defendant companies denied that the rate was unreasonable, but did not question the legal right of the Commission to prescribe a lower rate for the future when the existing rate was shown to be unreasonable. The Commission had, after investigation and trial, found the rate to be unreasonable and unjust, and ordered it to be reduced; had fixed a lower rate, and ordered that the road should not charge more than the rate so fixed. This order came before the court for approval and confirmation. The power of the Commission to make the order was not called in question, and the court refused to enforce it, not because the Commission had no

power to make such an order on a proper state of facts, but on the ground that testimony had been produced in the circuit court showing the existence of facts which were not in proof before the Commission.

In this view of the case, the Commission understood the decision of the court to mean that the Commission had not been given and could not exercise the power to fix rates in advance of an investigation upon notice and opportunity to be heard, a power which the Commission had neither claimed nor attempted to exercise. But it further understood that when, as in this case, the rates had been established by the carriers and afterwards challenged or complained of as unreasonable and the question of unreasonableness had been tried, the Commission could declare not only what rate was wrong but what would be right, and could lawfully petition the court to enforce the right. That is to say, when a rate had been established by the carriers, challenged by or on behalf of shippers, and tried by the Commission in a proceeding ordered and regulated as near as may be in conformity with United States Court proceedings, the Commission had a right, and it became its duty, when justified by the facts, to declare the rate wrong, decide what rate would be right, and through the judgment of the court compel the carrier to perform its legal duty to receive and carry property at rates which are reasonable and just.

The Commission exercised this power in a case commenced in the second month after its organization and continued to exercise it for a period of more than ten years, during which time no member of the Commission ever officially questioned the existence of such authority or failed to join in its exercise. As already stated, the authority of the Commission to modify and reduce an established rate and to enforce a reasonable rate for the future was not questioned in the answer of the defendant in the Atlanta rate case, decided March 30, 1896, nor had it ever been denied in any of the answers made to more than four hundred cases previously commenced, many of them alleging unreasonable and unjust charges and praying the Commission to enforce a reduction and lower rates in the future. The circuit court of appeals of the sixth circuit either understood the decision as the Commission understood it or was in doubt as to its meaning, for that court certified a later case, involving the question, to the Supreme Court "to determine what powers Congress has given this Commission in respect to the matter of rates." It also appears that in part the Supreme Court itself had the same understanding or misunderstanding as did the Commission, for in the later decision made in the case so certified one member dissented from the determination and judgment of the court, which was to the effect that the Commission may, after investigation, find and report what was wrong in the past, but can not find and order anything or enforce anything as to what rate the carriers shall charge in the future; that the duties imposed and powers conferred upon the Commission by the

act do not include the authority and duty of seeing to, enforcing, or giving effect in the future, to the provisions of the statute which declares unjust and unreasonable charges to be unlawful.

It further appears from this last ruling that the Commission, after the first of these decisions, proceeded on an improper basis, both "out of a misconception of the purposes and meaning of the act" and out of a misconception of the meaning of the decision of the Supreme Court of the United States.

The act to regulate commerce declares that all transportation charges shall be reasonable and just; that every unjust and unreasonable charge is prohibited and unlawful. The act creates a Commission and declares that it is authorized and required to execute and enforce the provisions of this act; that the Commission shall investigate, inquire into, report, and order the discontinuance of all violations of these or other provisions of the law, and shall execute the law by petition to the court to enforce such order, which the act requires the court to do whenever the order is lawful.

The recital of these declarations, requirements, and purposes of the act, in connection with the preceding account or history of decisions of the Supreme Court and proceedings relating thereto, is not submitted for the purpose of showing that the questions involved should have been decided otherwise. It is assumed that the court of final determination must and does declare the law as it is found in the statute. We mention these facts and make these recitals to show why the general public had expected a more satisfactory and complete remedy for the transportation abuses the law condemned, and for which abuses it was believed the law had provided an efficient means of correction through the courts and the Commission; why the Commission had given a construction to the act which the court decides to be erroneous, and why additional legislation should be enacted in such unmistakable terms that the Commission can not misconstrue and the public will not be misled by it. If the decisions commented upon in our report of last year as significant may be so regarded, the more recent one, removing all doubt that the carriers may now establish their own rates and charges and may judge for themselves what rates are reasonable and just, independent of any regulating authority, must be considered startling; for, viewed from the practical standpoint of the ordinary shipper and the public, to obtain and secure reasonable rates is substantially the end and purpose of railway regulation. Rates to be just must be so to both carrier and shipper, and when so adjusted that all are given and all are made to pay reasonable and just rates practically all unjust discriminations and undue preferences disappear.

The same rule of interpretation which denies the authority of the Commission to fix a reasonable rate for the future, after issue made and facts found, will, when occasion arises, be found to leave the Commission without authority, in the absence of additional legislation, to

enforce any order to prevent unjust discrimination or undue preference in the future. The other sections and provisions of the law are in aid of and were intended to make effective the first three sections, which relate to and were intended to make unlawful and to prohibit unreasonable charges, unjust discriminations, and undue preferences; and without authority to make these three sections effective in the future practically all the Commission can do toward executing and enforcing the vital provisions of the act is to inquire into wrongs done in the past and report the result of its investigation to itself.

Before the Supreme Court, upon the hearing of the later or certified case involving the authority of the Commission, after investigation and trial, to modify and reduce an existing rate and to prescribe a reasonable rate for the future in the case heard, counsel for the defendants, denying such authority under the act, said by way of argument:

The first section simply enacted the common-law requirement that all charges shall be reasonable and just. For more than a hundred years it has been the affirmative duty of the courts "to execute and enforce" the common-law requirement that "all charges shall be reasonable and just;" and yet it has never been claimed that the courts, by implication, possessed the power to make rates for carriers. (*Interstate Commerce Commission v. The Cincinnati, N. O. and T. P. Rwy. Co.*, 167 U. S., 479.)

The court treated these remarks of counsel seriously and pronounced them "pertinent observations." It was in respect to charges on interstate traffic that these alleged pertinent observations of counsel were addressed to the court. If any court in any case ever enforced the common-law requirement that all charges shall be reasonable and just on such traffic, we have been unable to find any report of the case. It is not believed that there is such a case or that the observation was based upon or was pertinent to any existing fact. This Commission had, before this decision, thought it to be its duty, and had been acting upon the belief, that the interstate-commerce act required something to be done to "execute and enforce the common-law requirement that all charges shall be reasonable and just," which, whatever may have been the "affirmative duty" of the courts to do, has not been done for more than a hundred years in respect to the transportation charges on interstate traffic. The Commission has been acting, or attempting to act, in the belief that when the law declared that all charges on interstate traffic shall be reasonable and just it was the rates which might be exacted in the future that were required to be reasonable and just.

Proceeding in this belief, when a rate established by the carrier was complained of, and when, after investigation, hearing, and trial, such rate was found to be unreasonable, this Commission has, as in the case last above referred to, petitioned the court to enforce the Commission's order directing carriers to perform their legal duty to receive and carry persons and property at reasonable rates; and the Commission did not, as the Supreme Court erroneously implies, in this nor in any other case "establish rates without inquiry and examination;" and did not, as the

court further implies, "evolve, as it were, out of its own consciousness, the satisfactory solution of the difficult problem of just and reasonable rates for all the various roads in the country."

Subsequent to this decision of the court denying its authority to do so, the Commission has made no order requiring a lower rate in the future in any case investigated and in which the established rates were alleged and found to be excessive and unlawful. In one such case, hereinafter mentioned, the Commission found and reported that under the interstate-commerce act, as now construed by the Supreme Court, the carrier is given the right to establish and change its rates independent of the judgment of the Commission and independent of the action and judgment of any court or other tribunal; that the right to establish, demand, and receive unreasonable and unjust charges is not prohibited; and that in respect to the charges which may be demanded and received for any transportation service the carriers are made judges in their own cases as to what is reasonable and just.

The fact, if it be a fact, that, after protest, remonstrance, and the payment of excessive and unreasonable charges, the shipper may bring suit for the amount of the difference between the lawful and unlawful rate is neither an adequate nor an equitable remedy. Nor is it an actual execution of the law which requires charges to be reasonable and just. The growers of grain, domestic animals, cotton, the producers of property, making up the bulk of interstate shipments, are not as a rule shippers. They sell to dealers on the basis of the published rate, however unreasonable, and so actually pay the transportation charges, however excessive. Only the dealer who ships, to whom in the main it does not rightfully belong, might, if anyone could, recover the excess of unlawful charges. Prevention, by fixing and establishing reasonable rates of charges in advance, is the only practical legal remedy for extortion and unreasonable and unjust charges. Rates to competing and distributing centers are not, for the most part, unreasonably high; they are frequently quite low. The mass of less populous cities and towns, small, intermediate, financially weak, and less important shipping places, are made to pay the high rates. It is largely these weaker places and the shippers to and from them which most need to have reasonable transportation rates secured to them by a law which shall be so plain that neither the Interstate Commerce Commission nor the courts can misunderstand or misinterpret its meaning.

THE MAXIMUM RATE CASE.

It has been already said that the Supreme Court of the United States has recently determined that the Commission has no power to fix a rate for the future. This was decided in *Interstate Commerce Commission v. Cincinnati, New Orleans and Texas Pacific Railway Company* (167 U. S., 479), in which it was held, after the fullest argument and the

most careful consideration, that the Interstate Commerce Commission had no power to prescribe a rate for the future, and that its power in passing upon the reasonableness or unreasonableness of a rate was entirely confined to determining whether that rate had been reasonable or unreasonable in the past. This case, with reference to the work of the Commission, is perhaps the most important since the enactment of the act to regulate commerce.

The great significance of the decision did not escape the Court. It is said, in the course of the opinion, page 494—

The importance of the question can not be overestimated. Billions of dollars are invested in railroad properties. Millions of passengers, as well as millions of tons of freight, are moved each year by the railroad companies, and this transportation is carried on by a multitude of corporations working in different parts of the country and subjected to varying and diverse conditions.

This states forcibly and justly the importance of the question from the railroad standpoint. We may suggest that it is of even greater importance from the public standpoint. The aggregate freight money paid to the railroads of the United States during the year ending June 30, 1896, was \$786,615,837, and this sum was contributed, for the most part, by the people. A very slight change in rates upon any of the staple commodities amounts to an enormous sum in the aggregate. In most articles of daily use the transportation charge is a large and often the larger part of the cost to the consumer. The freight rate may determine whether the Kansas farmer shall burn his corn for fuel or send it to market. The traffic manager may decree whether an industry shall exist or a locality flourish. It is not only the billions of dollars invested in railway properties which this question touches, but the prosperity and welfare of the people at large throughout the whole nation. It is certainly, both from the standpoint of the railway capitalist and the humblest citizen, one of transcendent importance, and we invite earnest attention to the actual condition as this decision leaves it.

The first section of the act to regulate commerce declares that all interstate rates shall be reasonable and just, and prohibits the exaction of rates which are not reasonable and just. The twelfth section invests the Commission with power to execute the provisions of the act. In various parts of the act provision is made for the making of formal complaint to the Commission, or the proceeding by the Commission upon its own motion, and for the making of formal orders upon carriers after full hearing. Hitherto, whenever a rate has been challenged as in violation of the first section, we have notified the carrier and given all parties an opportunity for full hearing. If we found the rate unreasonable, we have fixed a rate which in our opinion would be fair and ordered the carrier not to exceed that rate for the future.

The Commission has never claimed the right to prescribe the rate in the first instance. In one of the earliest cases (*Thatcher v. Delaware*

and Hudson Canal Company, 1 I. C. C. Rep., 152-156), the Commission said, speaking of its relation to the making of rates:

Its power in respect to rates is to determine whether those which the roads impose are, for any reason, in conflict with the statute.

In *Cincinnati Freight Bureau v. Cincinnati, New Orleans and Texas Pacific Railway Company* and others (7 I. C. C. Rep., 191), which was one of the latest cases decided, and in which the opinion was published about the same time with the opinion of the Supreme Court in the above case, it was said:

This Commission is not primarily a rate-making body. The carrier is left free to arrange its own tariffs in the first instance. We sit for the correction of what is unreasonable and unjust in those tariffs.

It will be seen, therefore, that the Commission has never assumed to make the rate. It has assumed that it was charged under the act with the duty of determining whether the rate complained of was just and reasonable, and, if found to be unjust and unreasonable, of correcting that violation of the statute. In doing so it has been assumed that the plain, and in fact, the only way to do this was to prohibit the charging of the unreasonable rate and compel the charging of one which was reasonable. Up to the present time the Commission has proceeded upon this theory. Of the 135 formal orders made in suits actually heard from its institution down to the present time, 68 have prescribed a change in rate for the future.

The decision above referred to determines that all this is wrong. We can proceed no further along the lines followed in the past. No relief can be given in the cases which are now before us. An entirely new system must be adopted. We can no longer inquire what shall be done in the future. Our action is entirely confined to an inquiry as to what has taken place in the past. Assuming that the provisions of the first section are to stand, that the statute is to ordain that interstate freight charges shall be just and reasonable, is there in the law, as it is now interpreted, anything which will secure to the people the benefit of the provisions of that section? Have they any adequate protection against the charging of improper rates?

COMMISSION HAS NO REAL POWER AS TO RATES.

Just what is the remedy for an exaction of this sort? Apparently it is this: The person who has paid the freight money may make complaint to the Commission or may bring suit directly in the Federal court, and if in those proceedings it is finally determined that the rate is unreasonable, he may recover the difference between what he has actually paid and what he ought to have paid. He gets nothing in the way of punitive damages, and the carrier pays nothing in the way of penalty.

To test the practical application of this remedy, let us take an actual

case, and for that purpose we may select one of those in which the Supreme Court made the above decision, viz, the *Florida Fruit Exchange v. Savannah, Florida and Western Railway Company* (167 U. S., 512), which is commonly known as the "Orange Rate Case."

During some four years previous to November, 1890, the rate upon oranges from Florida to New York by the all-ocean lines had been 30 cents per standard box of 80 pounds, with correspondingly higher rates for rail-and-ocean and all-rail shipments. About November 1, 1890, this rate was advanced by the ocean lines from 30 cents to 40 cents a box, with a corresponding advance by the other lines. The orange crop of Florida for the previous year had been about 2,150,000 boxes. The crop was rapidly growing in volume and about two-thirds of it went to points to which those rates applied. The matter was, therefore, of considerable consequence to the orange growers of Florida, and the railroad commission of that State entered a complaint to this Commission, as it might under the statute. That complaint was filed December 30, 1890, and was decided October 29, 1891. We held that an advance of 10 cents was not justified, but that an advance of 5 cents would be, and ordered the various carriers to reduce their rates accordingly. This they declined to do, and the proceedings which were brought in the courts to compel them to do so finally terminated as above indicated.

Now, assuming that this advance of 10 cents was, to the extent of 5 cents per box, unjust and unreasonable, and the decision of the Commission in that respect was affirmed by the circuit court and has never been overruled as a question of fact, what adequate relief is afforded to the people who are compelled to pay this rate by the interstate-commerce act as now interpreted?

Manifestly any protection against the exaction of an unreasonable rate should protect those persons whom the rate injures. An advance of 5 cents per box in the freight rate on oranges from Jacksonville to New York makes that box of oranges worth 5 cents less in Jacksonville or 5 cents more in New York. It does not very clearly appear how the orange crop of Florida is marketed. If each individual grower ships his own product to market and there sells it through the commission broker, the producer, in the first instance, pays the freight money. In case the price of oranges in New York is absolutely fixed, then the producer loses the entire amount above the reasonable rate. If the price of oranges in Florida determines the price in New York, then the consumer in New York pays the whole of the advance above the reasonable rate. In point of fact, probably neither the one nor the other assumption would be altogether true, so that the loss would fall partly upon the producer and partly upon the consumer.

Whatever may be the case with oranges, it is certain that with the great majority of the productions of the soil in this country the producer does not ship directly to market, but sells to the middleman, who ships

to market and pays the cost of transportation. Grain, cotton, hay, and the products of the dairy are handled in this way. Now, in all these cases while the middleman actually pays the freight, very little, if any, of the loss in case of an unreasonable charge falls upon him. If the rate on cotton from Memphis to Boston is advanced \$1 per bale, either the cotton planter receives that much less for his product, or the New England mill pays that much more for its raw material, or the loss is divided between the two. The cotton factor who handles the product loses nothing whatever. If the rate on flour from Minneapolis to New York is advanced 25 cents per barrel, the problem becomes a trifle more complex, but the probability still is that the miller loses little if anything. The real hardship falls upon the farmer who produces the wheat out of which that flour is made or the consumer who uses the flour at the other end of the line. So, too, the rate is of very little consequence to the merchant, provided it is the same to his competitors as to himself. He adds to the cost of his goods in the market the expense of transporting them to the point of distribution, and the sum total is their cost to him, upon which he makes his profit. An advance in coal rates to a particular locality does not affect the coal dealer. His customers are the losers.

Of course there are instances where the cost of carriage is small, in which the trader might be obliged to absorb the whole advance in the rate and in which he would gain the whole benefit of a reduction. There are very many instances in which it is impossible to say just where the excess in the freight rate does rest. It is sometimes upon the producer, sometimes upon the consumer, and sometimes, though not often, upon the trader. Often it is divided into indeterminable proportions between the three. It is sufficient to know for the present purpose that it seldom happens that the person who actually pays the freight is the person upon whom any considerable part of an excessive rate falls.

Now, the only person under this law who can sue the carrier and recover judgment for an excessive freight rate is the person who actually pays the freight money. The real loser can by no possibility recover any part of this extortion. The price of wheat in Sioux City is fixed by subtracting from the price in Chicago the rate from Sioux City to Chicago. If the rate is 3 cents higher than it ought to be, the Iowa farmer receives 3 cents less for his wheat. The trader who buys this wheat and sends it to market is absolutely unaffected by the rate, and yet he, not the farmer, is the only person who can recover from the carrier the unreasonable exaction.

It is plain, therefore, as a general proposition, that this law, which permits simply the recovery of the excess above a reasonable rate, affords, and can afford in the majority of instances, no relief whatever to the one who needs protection. From the very nature of the case the only way in which that can be accomplished is by establishing a proper rate for the future.

It would seem, therefore, that this law affords no protection against an excessive rate, for the reason, in the first place, that the person actually injured can not obtain redress. But even if the real sufferer could in all instances sue and recover the excess the law would still be ineffective, because, in the second place, he would not invoke it.

An individual is seldom a complainant in a proceeding which has for its sole object the reduction of a freight rate—certainly not where the reduction asked for is of wide application. Complaints of that sort are usually brought by some State railroad commission, some mercantile or agricultural organization, or by the Interstate Commerce Commission of its own motion, in consequence of informal complaints received by it. If the name of an individual stands as the nominal complainant, it is likely that some one else bears the brunt of the contest. The complaint as to orange rates above referred to was originally made by the railroad commission of Florida. When proceedings were begun to enforce that order in the courts, the Florida commission had ceased to exist and the case was taken up by the Florida Fruit Exchange.

The reason for this is obvious. The freight rate affects, not merely an individual, but a whole locality or an entire industry. A State is justified in prosecuting a suit in which many of its citizens are interested. A freight bureau may well conduct a proceeding which concerns the business welfare of an entire city. The United States Government may properly investigate a matter which affects the interests of large bodies of its citizens.

This was the theory upon which the act to regulate commerce was constructed. No individual could ordinarily be a match for the vast wealth and power of a railroad corporation. Nor could an individual be expected to prosecute a claim for the benefit, so to speak, of the public. The purpose of the act was to provide a means by which the public could array itself against the carrier, by which the interests ultimately to be affected could be made to bear the hardship of the trial.

How does this stand if the only relief which the complainant can recover is a repayment of a portion of the freight money actually paid? In that case the remedy pertains to some one individual. It regards a sum which is usually in the individual case almost insignificant. We have held, to be sure, that where an association begins a complaint and establishes that the rate is unreasonable, the individual members of that association may come in and ask reparation in the same suit. Whether or not that method of procedure is legal has not yet been passed upon by the courts; but assuming that it is, would a State feel justified in prosecuting a mere personal claim when the only thing to be gained as a result was the repayment of so many dollars and cents? Would a freight bureau begin and carry through such a case for the benefit of a single shipper? Would the United States Government, represented by the Interstate Commerce Commission, be justified in

conducting an investigation of which the only result could be the establishment of an individual or of a number of individual personal rights? Clearly not. Since we are powerless to reduce the rate for the future, it is manifest that complaints will no longer be made by State railroad commissions, by business organizations, nor by the Interstate Commerce Commission upon its own motion.

Will not individuals prosecute suits on their own account? Ordinarily they will not. No penalty is attached to the taking of the excessive rate. The only thing recoverable is the mere excess. In individual cases this amount is usually trifling, while the expense and annoyance of carrying through to a termination such a trial is very great. There would, of course, be instances in which the individual could afford to and would prosecute such a suit to a conclusion. There would be other instances in which this would be done by combinations of individuals. In some cases substantially all the overcharge paid might be refunded. Generally speaking, the carrier would retain whatever it collected.

Some idea of what would be likely to happen in the future may be gathered from what has already happened in the past. Since its existence the Commission has entertained in all 225 formal complaints in which a reduction was either ordered by the Commission or agreed to by the carrier in compromise of the proceeding. The excess which shippers had paid over and above the reduced rate in these cases must have amounted to hundreds of thousands of dollars. In every case—certainly in every case where a formal order was made—the shipper might have obtained an order for reparation had he applied for it and made proof of the amount of his shipments, and yet in only five of these cases was any reparation ordered; and, with the exception of two cases, the amount did not exceed \$100 in any case. This shows how insignificant to the mind of the people who suffer and complain is the mere right to recover a portion of the freight.

First, then, the injured party can not sue.

Second, he will not sue.

Third, if he does sue, the result is unsatisfactory and entirely at variance with the purposes of the act to regulate commerce.

Apparently, in the view of the Supreme Court, a shipper who has paid an excessive rate may file his complaint with the Commission, which, upon determining that the rate is excessive, can award him reparation for the difference between the rate actually paid and what would have been a reasonable rate. If the carrier is not satisfied with this decision, the complainant must then proceed in a United States court to enforce the order of the Commission, and in that court this order is merely *prima facie* evidence of its correctness. The shipper may, if he elects, proceed in the first instance in court, and in that course there is no intimation from the Commission as to what is or is not a reasonable rate in the case under consideration. In each instance

he may, if he elects, obtain a trial of that question by jury; but the verdict in one case is in no way conclusive upon another case involving different shipments or between different parties. It comes, therefore, to this, that in a suit for reparation the question of what is or is not a reasonable rate must be submitted, or at least may be in all cases submitted, to the varying judgment of a jury. One rate may be determined to be reasonable in the case of one shipper and another rate in the case of another shipper, although both shipments were upon the same day and possibly in the same train. A jury in Chicago may determine that 20 cents per hundred is a reasonable charge for transporting corn from Kansas City to Chicago while a Kansas City jury may think 15 cents enough.

One cardinal purpose of the act to regulate commerce was to secure uniformity of rates, and presumably Congress intended to, and understood that it had, provided some means by which this intent could be made effectual; but the application of this remedy, which the Supreme Court says is the only one, produces, not uniformity and equality, but the direst confusion and the grossest discrimination.

This phase of the matter does not seem to have been as yet much considered. When it comes to be thoroughly understood, it may result that claims of this sort will be bought up and prosecuted upon speculation in much the same way that personal-damage claims are at the present time, and juries will give the like excessive verdicts that they often do in suits of that nature. In this case the person who paid the freight even would receive but a small part of the amount paid. The proceeding would perhaps act in the nature of a penalty to restrain the carrier from charging an excessive rate; but does the United States Government desire to deliberately create that condition of things, which is little better than legalized brigandage, although it finds a certain justification in the prehistoric idea that if A steals goods of B he must not complain at receiving the same treatment himself from C?

The law now declares that we can regard, in determining whether a rate is reasonable, only the past. We are inclined to think it would be much more in harmony with the intent of the act and much more to the interest both of the public and the carrier if our inquiries into that question looked mostly to the future. We think that a regularly published rate should be conclusively presumed to be a reasonable one until attacked by formal complaint to this Commission. The filing of such a complaint notifies the carrier that the rate is questioned, and if it is finally determined to be an excessive one such carrier ought to be required to refund whatever has been received under it in excess of the reasonable rate after such notice. All claim for reparation should, however, be made in the suit in which the rate is finally adjudicated. Whoever has paid the excess could apply to the Commission and obtain an order for reparation, as a matter of course, upon merely making proof of the fact of the shipment, about which there is ordinarily no question.

The order would in all cases be for the difference between the rate paid and the rate fixed, and the carrier would, as a practical matter, in all cases pay this amount rather than take the question before a jury. This procedure would be consistent. It corrects the rate for the future, which is the only real protection to those actually injured. As to the past, it furnishes a measure of recovery which is at least uniform between different shippers.

EXCESSIVE RATES.

It may very likely be inquired whether this whole question of reasonable rates is one of much practical importance. Are not rates already excessively low, and is there complaint that rates are too high?

Our answer is that the power to reduce a rate has been in the past, while we were supposed to possess it, and must be in the future, one of the most, if not the most, important functions of this Commission. Many rates in this country are undoubtedly too low. Many rates are too high. Of the formal orders made by the Commission up to the present time, more than one-third have directed a reduction of the rate. Looking at the matter from its money side, these orders have involved many times more in amount than all our other orders put together. We have now before us thirty-eight cases in which the main question is one of a reduction of the freight rate. Some of these are the following:

Board of Railroad Commissioners of Kansas *v.* Atchison, Topeka and Santa Fe Railroad Company and others, involving rates on grain from Kansas points to southern ports.

Dallas Freight Bureau *v.* Texas and Pacific Railway Company and others. Alleged excessive rates on cotton from Texas points to New Orleans.

Re Alleged Unlawful Charges for Transportation of Vegetables from Shipping Points in Florida to New York and other Northeastern Cities. The title indicates the question involved.

Grain Shippers of Northwest Iowa *v.* Illinois Central Railroad Company and others. Alleged excessive rates on grain from points in western Iowa.

It will be seen that these cases affect the most important agricultural interests in widely separated sections of the country. The amounts involved in the reductions asked for are enormous.

We think, too, that, apart from the mere money value of the questions involved, there ought to be some tribunal which can decide these questions. It may be true that the people who complain of excessive freight rates are more unreasonable in the making of these complaints than the carriers are in the making of their rates. That possibly is so. But it arises from the lack in these people of a knowledge of the actual situation. They are perfectly honest in believing that a grievance exists. In many cases an actual grievance does exist. We think that this Commission, unless some better way can be

devised, should have power to entertain and determine this question for the future, as it has heretofore undertaken to do.

NO POWER TO CORRECT UNDUE PREFERENCES.

What has been said hitherto with reference to the importance of being empowered to fix a rate for the future applies only to the first section. The same question is incidentally involved as to the third section. This last section provides that carriers shall not discriminate between individuals, commodities, or localities, and prohibits all such discrimination.

Of course, there may be discriminations which have nothing to do with the rate. One shipper may receive better facilities than another, or he may receive an additional service for the same rate. The greater part of those discriminations, however, which we are called upon to correct, and, indeed, most of the discriminations which are made, of necessity arise through the application of the freight rate. The complaint in these cases is, not that the rate is excessive, but that it is relatively wrong. The rate to one locality or upon a given commodity is alleged to be higher than it ought to be with reference to some other locality or some other commodity.

Discriminations of this sort do not necessarily affect either the producer or consumer. They more often touch the trader. If the total rate is a reasonable one, it makes no difference to the Iowa farmer or the New England laborer whether the wheat of the first is ground into flour for the second at Minneapolis or at Milwaukee, but it does make a vital difference to the milling interests at these two places whether the rate is properly adjusted. Indeed, a very slight difference in the rate as against either place would mean that practically all the wheat would be ground eventually at the other place.

From the very nature of the interests affected by discriminations of this kind, it follows that there will usually be no lack of a complainant to prosecute. Large money interests are, as a rule, directly involved, and that means that there will be plenty of ability to support the contention of either side. It is equally obvious that the only way in which the discrimination can be corrected is by a change in the rate, and that, except in very unusual instances, there can be nothing in the way of reparation for the wrong done in the past. Take the pending case of Milwaukee and Minneapolis, in which the former is now complaining that the rates on wheat from the wheat-producing section to these two cities is improperly adjusted. The complaint is, not that the rate to Milwaukee is too high necessarily, but that the rate to Minneapolis is too low in proportion to that to Milwaukee. Suppose this turns out to be the fact. What money damages could be given? The lines to Milwaukee have not carried the traffic for the reason that their rates were too high. Therefore there is nothing for them to refund. The lines to Minneapolis have carried the traffic, but they have done so at

too low a rate, and clearly they can not be asked to refund. All that can be done is to correct this discrimination for the future; and the same would be true if the discrimination were not between localities, but between commodities.

We have always assumed the right to determine a differential for the future. We had also assumed the right to determine a rate for the future. The Supreme Court says that the latter power does not exist, because the Commission has not been invested with authority to look into the future and prejudge future conditions. If it has no power to determine what will be a just rate in the future, upon the same reasoning it would have no power to determine what would be a just differential for the future. We do not say that this is a correct application of that decision. But we suggest that if any legislation is to be had upon this subject, our power in this particular should be clearly defined.

There is, moreover, one class of discriminations which we have never possessed the power to effectually correct, even while we assumed the right to fix the maximum rate. We refer to that class of cases where the differential in question is to be maintained by independent lines, as well as by a common line. What is meant will be better understood by referring to an actual case in which the difficulty experienced arose, viz, the Eau Claire Board of Trade *v.* The Chicago, Milwaukee and St. Paul Railway Company and others (5 I. C. C., 264).

The complaint in that case was that the lumber rates from Eau Claire, Wis., were too high to common markets as compared with those from Winona and La Crosse. The case was elaborately tried, and the Commission decided that the complaint was well taken, that the then existing differential was too high, and that a prescribed differential should not be exceeded. The justice of this decision was pretty generally conceded by the carriers themselves.

As soon as the order was promulgated the Chicago, Milwaukee and St. Paul Railway Company, which extended from both Eau Claire and Winona and La Crosse to these common markets, reduced the rate from Eau Claire so as to correspond with the order of the Commission. Thereupon the lines leading from Winona and La Crosse, but not touching Eau Claire, immediately reduced their rates by an equal amount, so as to maintain the same differential between Eau Claire and those cities, and they gave out that any further reduction of rate upon the part of the Milwaukee road from Eau Claire would be followed by a corresponding reduction in rates by them from Winona and La Crosse. Apparently the only thing that the Milwaukee road could do was either to engage in a rate war, which would unsettle lumber rates in all parts of the country, or decline to obey the order of the Commission. Since it had nothing to lose by the latter course, it very wisely, from its standpoint, adopted that. It has several times since endeavored to secure the consent of the other carriers to the putting in of this rate, but hitherto has failed to do so. Eau Claire is still suffering from the effects of

this discrimination, although the third section of the act to regulate commerce expressly declares that such discrimination shall not exist.

This instance is not by any means an isolated one. The most bitterly contested cases now pending before us are of exactly that character, and precisely the same difficulty will be met with in attempting to enforce any order which the Commission may make. It is possible that some method may be devised under the law as it is to compel a compliance with such an order. We merely call attention to the fact that hitherto no means have been found, and suggest that the remedy by legislative enactment is simple.

The power to fix a maximum rate, or, in other words, the power to reduce a rate, is of no avail in this case, since a reduction of the rate from Eau Claire is met by a corresponding reduction of the rate from Winona. What is necessary here is the right to fix a minimum rate, to say that the carriers shall not charge below a certain rate from Winona and La Crosse.

It may well be inquired whether a carrier should be prohibited from making as low a rate as it chooses. The reason for enjoining the exaction of an excessive rate is obvious, since the public is directly injured by that rate; but in the case of a rate too low, it would appear that the carrier alone is injured, and should not a railroad company be allowed to manage itself so long as it does not violate the rights of the public? The answer is that it undoubtedly should. The very reason why we suggest that the Commission be given this power to fix a minimum rate in certain cases is to preserve the rights of the public by preventing an act of unjust discrimination, which the statute in terms forbids, and we suggest that this power be granted only to that extent.

Practically this power would never be exercised. The Commission had frequently made orders of this same kind previous to the Eau Claire case, and these orders had been uniformly obeyed, evidently under the impression that if not obeyed they could be enforced. If it were made certain that they could be enforced, there would be no more occasion to resort to that power in the future than there has been in the past. The order of the Commission would simply prescribe the differential, and the carriers would then determine the rate.

It may be inquired here, as with reference to the first section, Of how much importance is it that the Commission should have the power to correct alleged discriminations? In reply to that it may be suggested that the first five sections prescribe in a general way the restrictions which are put upon carriers by the statute.

Section 5 prohibits pooling. We have never been called upon to make an order under that section.

Section 2 provides that all persons shall enjoy the same rate, and prohibits the giving of rebates or concessions to particular shippers. The Commission seldom has occasion to consider a violation of this section. A departure from it is made a criminal offense, punishable with severe

penalties. Prosecutions for such offenses are, under the act, conducted by the regular prosecuting officers of the United States courts. Our only connection with such infractions of the law is to turn over to the proper officers whatever information we may be able to obtain.

Section 4 provides that no greater charge shall be made for the shorter than is made for the longer haul. We have at the present time a good many cases for violations of this section. This is accounted for, however, by the fact that the law of that section is not yet settled. The section prohibits the charging more for the short than for the long haul when the service is rendered under substantially similar circumstances and conditions. Carriers in certain parts of the country insist that competition between railways subject to the act necessarily creates dissimilar circumstances and conditions, while the Commission holds that it does not. That question is before the Supreme Court of the United States and will probably be decided before long. Whatever the decision, that class of cases must, for the most part, drop out when it is made. If the court sustains the contention of the railways, the section will cease to exist; and if the contention of the Commission is sustained, cases under it will cease to arise.

It is apparent, therefore, that practically all the cases which this Commission can be called upon to hear and formally determine in the future will be those arising under either the first or third section. If we have the power to entertain and decide them, these cases will necessarily be numerous and important. The amount of money involved will be much greater than that involved in the decisions of any trial court in the United States. The results will usually be of more consequence to the litigants than those of any such court. We feel that the Commission should be given by additional legislation the power in these respects which it was supposed to have at the outset.

DIVISIONS OF JOINT RATES.

There is one other thing which ought, perhaps, to be called to your attention in connection with the third section. That section, in addition to providing that the carriers shall not discriminate between their patrons or the subjects of traffic, also provides that they shall not discriminate between connecting lines, but shall afford to all lines proper and equal facilities for the interchange of business.

Giving this provision the most limited construction possible, it was evidently intended to compel carriers to make the same through arrangements with one connecting line that it made with others. It was probably the intent to go further still and compel carriers subject to the act to make "proper" through arrangements with all their connections. It has been impossible to give any effect whatever to it, for the reason that no means are provided by which, in the case of disagreement between the carriers, it can be determined what a suitable arrangement is.

To what extent the Commission should have power to make a through route and a through rate is considered in another part of this report, and will not be referred to here further than to say that in one class of cases, in order to be able to enforce an order fixing a maximum or a minimum rate, the Commission should have power to determine the proportions of the rate to which each carrier shall be entitled. An illustration will make plain what is meant.

We have before us at the present time a complaint which alleges that the rate from Chicago, Ill., to Kearney, Nebr., is discriminating and unlawful. The rate is made in this way: There is an interstate rate from Chicago to Omaha. The rate from Omaha to Kearney is fixed by the Railroad Commission of the State of Nebraska. The through rate from Chicago to Kearney is made by adding to the through rate to Omaha the local rate from Omaha to Kearney. Merchandise is transported by continuous shipment upon through bills of lading from Chicago to Kearney at this rate. The merchants of Kearney insist that this manner of making the rate discriminates against them in favor of the merchants at Omaha; that it is not properly a thorough rate at all. Now, if we should be of the opinion that this contention is well taken and that Kearney is entitled to a lower through rate, our only power, as we have hitherto interpreted the act, would be over the entire through rate. We might order a reduction of the whole rate, but we could not determine how that reduction should be shared by the different carriers. If the carriers refused to agree about that, it is difficult to see how the order could be enforced. Clearly, to make and enforce such an order, we must have power to determine the divisions of this through rate between the different roads making up the joint line.

Kearney is but one of thousands of places to which the through rate is made upon this same plan. A large part of interstate rates are joint rates, in reference to which the same thing would be true. It is believed that hitherto this objection has not been taken by the carriers. If the Commission has power to overcome it, it probably never will be taken. If the power is not given, the difficulty will arise at the most inopportune moment. We suggest that if it seems wise to invest this Commission with any authority whatever, that authority be made complete as far as it goes.

HOW SHALL ORDERS OF COMMISSION BE ENFORCED?

In case the Commission is invested with the power to fix a rate, the question arises, How are its orders in that respect to be given effect, and what is to be the attitude of the courts toward such orders? It is said that the fixing of a rate is a legislative function. Under the Constitution of the United States the judicial and legislative departments are entirely distinct, and the powers of the one can not be exercised by the other. This being so, it is suggested that the courts can have nothing to do with an order of the Commission which prescribes a rate;

that such proceedings must be made conclusive, and that the only remedy of the carrier is to attack by an independent proceeding the operation of the order upon the ground that its enforcement will deprive the carrier of its property without due process of law. If this is correct, the order of the Commission can not be made in the first instance subject to review by the courts.

We do not, however, apprehend that such is the meaning and fair import of the various decisions upon that subject. The fixing of the rate in the first instance is a legislative function, but whether that rate, when fixed, is reasonable is a judicial question.

This was the exact point passed upon in *Chicago, etc., Ry. Co. v. Minnesota* (134 U. S., 418). The State of Minnesota had created a railroad commission, with authority, if it found the rates prescribed by the railroad companies of that State unreasonable, to determine what rates were reasonable, and, in case the carrier declined to put in the rates recommended by the commission, to compel it to do so by resort to the courts. The Minnesota commission determined that certain milk rates were unreasonable, and ordered the Chicago, Milwaukee and St. Paul Railway Company to put in a rate established by it as reasonable. This the railway company declined to do, and thereupon the commission applied to the Minnesota courts for a writ of mandamus, as it might under the act creating the commission, to compel this company to accept the established rate. The Minnesota court held that the application to it for a mandamus was a proper one; that the determination of the railroad commission as to what was a reasonable rate was final and conclusive, and not subject to review in the courts, and that the only function of the court was to compel, by its mandatory writ, an obedience to the order of the commission.

From this decision the railroad company took a writ of error to the Supreme Court of the United States, claiming that its effect was to deprive that company of its property without due process of law, and that it was not thereby afforded equal protection under the law. The Supreme Court of the United States sustained this contention, and held that the act of Minnesota, as interpreted by the supreme court of Minnesota, was unconstitutional, for the reason that it did not give an opportunity to determine by judicial investigation whether the rate fixed by the railroad commission was or was not reasonable.

It will be seen, therefore, that in this case the court, instead of holding that the question was not a proper one for judicial determination, distinctly ruled that opportunity must be given for a trial of that very question in the courts. This case was decided in 1889. We are not aware that its correctness has ever been questioned. Judge Miller said in a concurring opinion in that case that the better practice was to attack a rate established as this had been by a bill in equity, and that method was followed in the case of *Reagan v. The Farmers' Loan and Trust Company* (154 U. S., 362). In the latter case the rates established

by the Texas railroad commission were drawn in question. By the law creating that commission, it was given power to establish a tariff of charges, which were obligatory upon the different carriers within the State, and the commissioners, acting under the provisions of the law, had done so. The Farmers' Loan and Trust Company, as trustee for certain mortgage bondholders, brought suit against the Texas commissioners and the attorney-general to enjoin them from putting in force the rates and collecting the penalties against the International and Great Northern Railroad Company, upon the ground that the rates established were unjust and unreasonable, and deprived the petitioners of their property without due process of law.

The court sustained the petition and enjoined the rates in question. It should be noticed, however, that the Texas act expressly provided that in case a party affected was aggrieved by the action of the Commission he might apply to any proper court within a particular county for a review of the decision, and one of the grounds upon which the court took jurisdiction was that the act itself permitted a judicial review of the reasonableness of the rates established by the Commission. Certainly there is nothing in the opinion which intimates or indicates that the question whether the action of the Texas commission in the establishment of a rate was just and reasonable would not be a judicial question. Upon the other hand, the language of the opinion from first to last is that while the legislature may prescribe the rate, the justice and reasonableness of that rate when prescribed is for the courts. What may finally be held to be the test of a just and reasonable rate is a different matter.

It should be carefully observed, however, that the Supreme Court in the Reagan case held that while the court could determine that the schedule of rates under consideration was not a just and reasonable one, it could not prescribe rates which would be just and reasonable. In a certain sense the court, by enjoining the putting in of those rates, did determine what would be just and reasonable for the future. A schedule of tariffs which yielded a suitable income in 1892, might have yielded nothing at all over and above the cost of operation within five years, and *vice versa*. This right to forecast the future is of necessity often exercised by courts of equity in the granting of injunctions, and even by juries in the assessment of damages, and is not objectionable so long as the thing attained is the enforcement of a present right, for that is a judicial function.

It is significant that in every State, with one exception, where the rates are fixed by the Government, whether by direct legislative action or through the intervention of a commission, an opportunity is given for a judicial inquiry as to the reasonableness of the rates prescribed. The exception is the State of California, whose constitution makes the act of its commission conclusive. This provision in the State constitution has been held to be in contravention of the Constitution of the

United States (*Southern Pacific Co. v. Commission*, 78 Fed. Rep., 236).

We believe that at the present time upon the decisions of the Federal courts these three propositions can be safely affirmed:

1. Congress may fix interstate rates, either directly or through the agency of a commission.

2. Whether those rates when fixed are just and reasonable, is a judicial question. The carrier can not be deprived of the right to raise that question at some time and in some form.

3. Under the Constitution of the United States the power of the Federal courts is confined strictly to determining whether the rate is reasonable. They can not go further and determine what would be reasonable. If the rate is fixed by a commission, the right of judicial inquiry may be secured by proceedings to directly review the order fixing the rate.

Most of these decisions have been rendered since the act to regulate commerce was enacted. In view of them, and in further view of the practical operation of that act, what should be the status of the orders of the Commission; how far should they be subject to review in the courts, and how should they be enforced? In determining that it will be well to have in mind the present condition in that respect.

PROCEDURE BEFORE COMMISSION.

The act provides in its various parts that when complaint is made to the Commission of the violation of any of its provisions by a common carrier subject to it, that carrier shall be notified and given an opportunity to answer the charge, and that the Commission, upon an inspection of its answer, shall proceed, if it thinks advisable, to investigate the complaint. The Commission is authorized to make proper rules and regulations for the government of its procedure, which are to conform as nearly as may be to those in force in the United States courts in similar cases. If, after a hearing, the Commission determines that the carrier is acting in violation of any of the provisions of this act, it is required to make an order directing the carrier to desist from further violating the act, and, in case money damages are due the complainant, further directing the carrier to make payment of such damages. Under the power conferred the Commission has made and promulgated rules of procedure.

The practical course of a complaint is this: The complainant files with the Commission a statement of his alleged grievance, under oath. A copy of this complaint is forwarded by the Commission to the carrier, with an order that answer be made, also under oath, on or before a certain date. Either party may take testimony by deposition, to be used on the hearing, as could be done in a court. Ordinarily, however, the testimony is either taken by a single Commissioner or the case is heard before a majority of the Commission, who are a quorum, upon

viva voce testimony. In any event, a majority of the Commission must consider the testimony before the case is decided. Both parties appear by counsel or in person, briefs are filed and arguments heard. The whole case proceeds exactly as it would proceed if it were a case in court.

When the case is decided the Commission promulgates its opinion, which consists of a statement of the facts found and of the conclusions of law applicable to those facts. These opinions are published in the same way that the decisions of the courts are published. If, in the opinion of a majority of the Commission, the complainant is entitled to relief, the Commission makes an order directing the carrier not to do the thing complained of, in accordance with its opinion.

Now, after all this has been gone through with, what is the effect of the order thus made? Really nothing whatever. If the carrier declines or neglects to obey, it suffers no penalty and incurs no loss. The act provides that any person interested in an order of the Commission, or that the Commission itself, may file a petition in the United States circuit court in the proper district, asking to have the order enforced, and the court is instructed to determine whether the order is a proper one, and, if so, to enforce it. In this proceeding the report of the Commission is *prima facie* evidence of the correctness of the facts found. If the order is for the payment of money, either party is entitled to a trial by jury in the circuit court. Ordinarily it is not, and in that event the court proceeds to hear the case as a court of equity.

Upon the trial before the Commission the testimony is all reduced to writing, but no part of this can be used, except by stipulation, upon the trial in the circuit court. The testimony upon both sides must be entirely retaken. Nor is either party in any way confined to the testimony previously given nor the issues previously made. The result, of course, is that the case made before the circuit court may be entirely different from the case made before the Commission, so that the proceeding is not, in any proper sense, a review of the correctness of the decision of the Commission. If the circuit court, after a full hearing, is of opinion that the order ought to be complied with, it so decrees; if not, it refuses to enforce the order. From the decree of the circuit court, either enforcing or refusing to enforce the order, an appeal lies to the circuit court of appeals, and from that court, in most cases, to the United States Supreme Court.

This, in brief, is the procedure at the present time; and what, if any, defects has it developed in actual experience?

First. The same case is not tried before the court which is tried before the Commission. The trial before the Commission, therefore, with all its attendant expense and consumption of time, goes practically for nothing. The decisions of the Commission are made upon one state of facts, while the decisions of the courts may be, and usually are, upon an entirely different state of facts. When the court refuses

to enforce a decree of the Commission, it apparently decides that the order was wrong, although upon the facts before the Commission it might have been absolutely right. If there is to be a trial before the Commission at all, some effect should be given to the outcome of it. A procedure like the present one tends to bring that body into disrepute and is grossly unfair to it and to the complainants who appear before it.

Second. The delay which is attendant upon an attempt to enforce the order of the Commission is unjust to the public. We have already seen that the great majority of our decisions in the past have been, and that almost all our decisions in the future must be, under either the first or the third section, and that the only remedy for a violation of the provisions of these sections is by prohibiting that violation for the future. No satisfactory remedy can be given for what has been already done. If a carrier is allowed to exact an excessive freight rate, the public, or that part of the public which is injured, never can be compensated by any money payment for the injury. The average duration of the cases which have been actually prosecuted for the enforcement of the orders of this Commission has been about four years. Of the cases which are now pending in the court, the average length of time since they were begun before the court is something over two years.

Third. Delay of this kind is fatal to a measure of regulation. It is of the very essence of a regulating body that its power, however limited, shall be capable of immediate application. Unless it has some real power of that sort, it can command neither the respect nor the obedience of those subject to its control. The best part of the work of this Commission ought to be and naturally would be by way of informal discussion with and suggestion to carriers; but why should the suggestion of this Commission, looking to the reduction of a rate, be acted upon when its formal order directing that reduction can not be made obligatory for four years, while during all that time the carrier has nothing to lose and everything to gain by continuing to charge the excessive rate?

This same fact deters shippers from the making and prosecution of formal complaints. An extensive shipper is dependent upon the railroad company. That company may completely crush him before we can afford him the slightest relief, and in spite of any action which we can take in his favor. If it does not openly discriminate against him, there are innumerable ways in which it can annoy and injure him. Shippers fully understand this. Complaints received by us are often accompanied by the request that the name of the complainant may not be made known to the carrier. If we could grant speedy and effective relief, this would not be true. Carriers would then fear the complaint and treat fairly the complainant.

Fourth. Our order, when made, binds nobody. Nobody is compelled

to obey it. Nobody suffers any penalty for refusing to obey it. The carrier is under every inducement not to obey it. During the first year the orders of the Commission were uniformly complied with, but latterly such has not been the case. We do not intend to suggest that the railroads refuse the Commission all proper respect. Upon the contrary, they treat it with the most uniform courtesy. We have no doubt that the majority of carriers are sincerely anxious to obey its recommendations, and would do so in the great majority of cases if they could without prejudice to what they consider their interest. The great difficulty is that a single contumacious carrier forces every other one to go along with it. If the reduction of a competitive rate is ordered, the refusal of one necessitates like action upon the part of every other carrier. If a single participating carrier refuses to recognize a differential established by us, every other carrier must do the same.

What is happening to-day (November 1) illustrates the irony of the situation. The fourth section provides that carriers shall not charge more to an intermediate than to the more distant point. The intent of this was to prevent them from exacting from local stations exorbitant tariffs for the benefit of competitive points. Incidentally it prevents rate wars at competitive points, since, if a line is obliged to reduce its rates to all intermediate points, it feels sooner the effect of the low rate at the competitive point.

About October 15 the Chicago, Burlington and Quincy Railway Company announced a reduction between Chicago and Denver and points taking the Denver rate, called "Colorado common points," of about 33½ per cent, and the reduction was met by the other lines between those points—the Union Pacific, the Missouri Pacific, the Santa Fe, and the Rock Island. This reduction left the rates to intermediate points higher than the rate to Colorado common points. Upon having their attention called to the matter by the Commission, the Rock Island and the Santa Fe lines adjusted their intermediate rates. Later the Commission began proceedings against the three roads which were still apparently violating the fourth section, and thereupon the Missouri Pacific and the Chicago, Burlington and Quincy reduced and brought their rates into conformity with the law. This left the Union Pacific as the only one in apparent violation of the act.

Now, what is the result to these six lines? The five lines which obey the law lose upon all traffic carried to intermediate stations which are not competitive. The Union Pacific is obtaining from its illegal charges to these intermediate points the means to continue its warfare against the other lines. The carriers which obey the law lose heavily, while the carrier which is in apparent violation of the law draws from that very violation the sinews of war with which to continue its contest against its law-abiding rivals. If a formal order is made against this carrier it changes nothing. It is not to be wondered that railroads often neg-

lect to follow the suggestions and orders of the Commission. The wonder is that they ever obey them.

All these defects may be summed up in a single sentence: The proceedings and the order of the Commission go for nothing. Such is the theory of the present act as interpreted by the courts. An eminent circuit court judge, afterwards a member of the Supreme Court of the United States, declared, in substance, in a well-considered opinion, that the Interstate Commerce Commission was a new adjunct of the circuit court for the purpose of informing that tribunal whether some alleged violation of the interstate commerce law required its judicial investigation.

It is difficult to understand why this, and no greater, effect should be given to the conclusions of the Commission, and it is impossible to suppose that Congress understood this to be the real import of the act. Investigations before the Commission are conducted with all the formality of proceedings in court. Parties have the same opportunity to be informed of the charges against them. They produce testimony upon the issues formed, and are heard by counsel in exactly the same way. The body which tries the issues is selected with special reference to its fitness for the trial and determination of just such questions. Cases submitted are deliberately decided, and the law requires that written reports shall be filed. Why, after all this, should the decision when reached be meaningless.

This Commission is said to be in some sense discharging, by delegation, the functions of Congress itself. What would be thought if an act of Congress should contain this provision: "If any citizen of the United States feels that this law should be obeyed he may apply to the circuit court, and if that court is of the opinion that it ought to have been enacted in the first instance, it may enforce it." We believe that, subject to whatever review by the courts may be thought proper, the orders of this Commission should be not merely *prima facie* evidence, but conclusive upon all parties concerned. They are not technical judgments or decrees; but it is difficult to find a reason for making the decree of an inferior court conclusive, unless set aside, which does not apply with equal force to the orders of this Commission.

TO WHAT EXTENT SHOULD ORDERS BE SUBJECT TO JUDICIAL REVIEW?

If this view should prevail, to what extent and in what manner ought the orders of the Commission be made the subject of judicial review? It is generally understood that under the Constitution of the United States an order for the payment of money can not be enforced without giving the defendant an opportunity for a trial by jury. Such orders must therefore stand very much as they do at present. They are, however, a very insignificant part of the entire number, and from their very nature will be such that ordinarily the carrier will comply

with them without the necessity of any steps for their enforcement. The great bulk of our orders, as already stated, must pertain to the future. They will be orders fixing either a maximum or a minimum rate. The only power which courts can exercise over orders of this sort is to vacate them. They can not be invested with authority under the Federal Constitution to make and enforce a modified order.

For what reasons, then, should the court be allowed to vacate an order? The only appeal which lies from the decrees of the English railway commission is upon questions of law. There is no appeal upon questions of fact as to which the decision of the commission is final. This is analogous to the verdict of a jury or the findings of fact by a special master in chancery under the equity practice of some States.

Much might be said in favor of applying the same idea to the orders of this Commission. It can hardly be expected that ordinarily the case, upon proceedings in review, will come before a tribunal which is in theory better fitted to determine questions of fact than the one which passes upon them in the first instance.

Upon the other hand, the right of review is always a safeguard. It puts a certain restraint upon the judgments of any tribunal. It would not probably embarrass the practical operation of the law, and it might prevent the occasional miscarriage of justice if the whole case, both upon the law and the facts, were submitted to the court. The question for review would then be, Is the order lawful, just, and reasonable? If so, the proceedings in review are dismissed. If not, the order is vacated. No new order can be made by the court. If the order is vacated, the case should be sent back to the Commission for further proceedings.

The right to apply for review should be exercised within a time limited or not at all. When application is made for review, the Commission should send to the court the testimony taken before it, which should constitute the record upon which the case is reviewed, unless the court is of the opinion that there is testimony which is material to a proper disposition of the case and which could not or under all circumstances ought not to have been given before the Commission. In that case the court should instruct the Commission to take and send up the additional testimony.

WHAT EFFECT SHOULD BE GIVEN ORDER PENDING PROCEEDINGS IN REVIEW?

The important question is, What effect should be given the order of the Commission pending the proceedings for review? If the carrier is obliged to obey an improper order, ordinarily it can obtain no redress. If the carrier is not obliged to obey a proper order, the public can ordinarily obtain no redress. When a question has been fairly and fully tried before the Commission, it appears to us that ordinarily the order

of the Commission should be effective until the court has declared against it. There are, manifestly, however, instances in which this ought not to be true. Probably the court should be invested with power, when application for review is made, to determine whether or not the order shall take effect pending such proceedings.

Subject to this right of review we believe that the order of the Commission should be conclusive and effective. The rights of the carrier are thereby fully protected. What ought to be a fair trial is had before the Commission. If there is any miscarriage of justice in the result of that trial ample protection is afforded by an opportunity for review in the courts, and the court has full power to protect the carrier by directing that the order shall not operate meantime. The court can not finally make an order, and this is in analogy to the idea that the functions of the Commission are legislative. Courts may declare unconstitutional an act of the legislature, but they can not, in theory at least, affirmatively legislate. It is doubtful whether it would be wise to invest courts with any greater powers of governmental railway regulation than they would thereby obtain.

When an order has become conclusive, either because the time for review has elapsed or because proceedings in review have resulted in its affirmance, in what way should it be enforced?

It should be borne in mind that this order is not an *ex parte* one. It has been made in the first instance upon the fullest investigation. The carrier has been given the opportunity to question its correctness by an application to the courts. Under these circumstances it is plain that some measure should be provided which will insure obedience to it, and that in so doing no hardship is or can be inflicted upon a carrier affected by it.

The ordinary way is to provide severe penalties for willful disregard of such an order. These penalties should be directed both against the carrier and against the individual, and should be sufficiently severe to make compliance certain.

Sometimes the order is made conclusive in the first instance and the carrier is allowed to defend against it in a suit brought to recover the penalties. Such a proceeding is unjust to the carrier, since the burden of determining whether the order is lawful is thus cast upon it. It can not raise that question without incurring the liability of heavy loss. But under the plan suggested the carrier may in every case take the opinion of the court before determining whether to obey.

Provision should be made in addition for an application to the Federal courts to enforce the order by mandatory process. It is suggested that this can not be done, since the courts in executing an order of the Commission would be merely a ministerial body, whereas under the Federal Constitution they can not be invested with that duty. But are courts, when they enforce an order made under these circumstances, performing a mere ministerial function? However this might be if they were simply compelling obedience to an order

upon the application of the Commission itself, it can hardly be true when they are doing so upon the application of a person injured by disobedience of that order. If the Commission establishes a rate, that is tantamount to an act of the legislature. Certainly if Congress enacted that no interstate carrier should exact above a certain rate it might invest the courts with authority to compel obedience to that rate.

The problem of the regulation of our interstate carriers is an important and a delicate one. The necessity for such regulation is universally recognized. It is at the present time resorted to in nearly if not every civilized country in the world. Most of the States have adopted some such measure. The experience of other countries and of individual States can not, however, be taken as an infallible guide in determining a national policy. What is efficacious in one section might be entirely without efficacy in others. What would work satisfactorily in the narrow limits of a State might utterly fail when applied to the vast distances of the nation. The competing forces which are brought under that regulation are so much more intense, the conditions so much more complicated, the temptations to abuse so much greater, and the opportunities so much more numerous, that State and national supervision hardly stand in the same class.

The enactment of the act to regulate commerce was in obedience to a popular demand and to remedy admitted evils. The experience of ten years has demonstrated the necessity and justice of such an act. Nearly every essential feature of that act has failed of execution. There is to-day, and there can be under the law as now interpreted, no effective regulation of interstate carriers. If there is to be under this act, it must be amended. From the best consideration we have been able to give the subject we believe that the most essential features of such an act must be those previously indicated. A tribunal which regulates the common carriers by railroad of interstate traffic, which can stand for justice and fairness between these carriers and the people, must have the power to fix a maximum rate, to fix in certain instances a minimum rate, and its orders when made must mean something.

There are many other defects in the law. When amended in these respects it would not possess the strength which it was originally understood to have, but it would possess some strength and would be a beginning, to which additions could be made as the necessity for them was developed.

THE LONG AND SHORT HAUL SECTION.

It is stated in the foregoing pages that there was pending before the Supreme Court of the United States a case arising under the fourth section, the decision of which would determine the future usefulness of that section. Since the above was written that case has been decided adversely to the contention of the Commission. It is proper, therefore, to further state the nature and bearing of that decision.

The case is entitled "Interstate Commerce Commission *v.* The

Alabama Midland Railway Company and others," and was decided November 8, 1897. The original complaint was brought by the Board of Trade of Troy, Ala., against the Alabama Midland Railway Company and the Georgia Central Railroad Company and their connections. The facts, in brief, are these: Troy, Ala., is situated upon the Alabama Midland Railway, 52 miles east of Montgomery. Rates from all points in the East and Northeast are higher to Troy than to Montgomery *via* the Alabama Midland, although the traffic over that line passes through Troy on its way to Montgomery. Rates on cotton from Troy to eastern seaports, like Savannah, are higher than rates on cotton from Montgomery, although the Montgomery cotton passes through Troy upon its way to Savannah.

There were other questions in the case, but these sufficiently illustrate what was decided in reference to the fourth section. Troy is reached by two railroads, the Alabama Midland and the Georgia Central, and both these lines actually compete at that point for all kinds of traffic. Montgomery is the converging point for several lines of railway, which also compete for all kinds of traffic. The defendants claimed that the lower rate at Montgomery was justified and made necessary by this competition between the different lines centering there, which did not affect the rate to Troy.

The fourth section provides that more shall not be charged for the short than for the long haul when the transportation is under "substantially similar circumstances and conditions." The defendants insisted that the fact of railway competition at Montgomery made the circumstances and conditions at Troy and at Montgomery dissimilar, and that therefore the inhibition of the fourth section did not apply. The Commission had held in many previous cases, and held in this case, that railway competition between carriers subject to the provisions of the act could not of itself create the necessary dissimilarity in circumstances and conditions. This contention is not sustained by the Supreme Court, which holds that such competition does create that dissimilarity, and that the higher rate to Troy is not prohibited by the fourth section.

In order to understand the full significance of this decision, it is necessary to have in mind the evil which that section was intended to remedy and the history of proceedings under the section up to the present time.

The condition of things which led to the adoption of the fourth section is well known. Originally the rates upon railroads were undoubtedly established somewhat upon the basis of distance; the more distant point paid a higher rate, if not one higher in proportion to its distance. When, however, the same points came to be connected by competing lines, rates at the points of competition were forced down, while rates at intermediate points remained the same, and it soon happened that the intermediate rate was higher than the more distant competitive rate, and often very much higher, although the cost of service to the

intermediate point was less. Instances were numerous where a greater charge was made for transporting merchandise 500 miles than for transporting the same merchandise in the same direction over the same line 1,000 miles, and the charge to the nearer point was often two or three times that to the more distant. Without going into details, the practice had become so general and was felt to be such a gross abuse that there was a very general sentiment in favor of putting a stop to it, which found expression in the enactment of the fourth section.

It was seen, however, that while, as a rule, this system was a most pernicious one, there were particular instances in which the charging of the higher rate to the intermediate point was justifiable, and to meet those cases the section itself provided that upon application to the Commission, after investigation, leave might be granted to the carrier to make such charges as would otherwise be in violation of that section.

There was apparently little question at the outset as to the meaning of this section. The words "similar circumstances and conditions" evidently took the place of the words "same circumstances" in the English act, and the meaning of that phrase had already been defined by the English decisions.

The English act of 1845, known as the Railways Clauses Consolidation Act, provided in the ninetieth section that railways should exact the same rates from all persons for services rendered "under the same circumstances."

This is ordinarily known as the equality clause and corresponds to the second section of our act. The first measure of railway regulation in England was enacted in 1854, and the second section of that act provided, among other things, that no company should give any "undue or unreasonable preference or advantage to or in favor of any person or company or any particular description of traffic," etc. This is commonly known as the undue preference clause and corresponds to our third section. The words "same circumstances" do not occur in that section.

Previous to the enactment of the interstate-commerce act the English courts had decided that under the equality clause the words "same circumstances" had reference entirely to the carriage of the merchandise itself, and not to other conditions leading up to or surrounding such carriage. It had been several times expressly decided that competition did not create different circumstances. Nor has any English court ever yet held that competition would justify a departure from the equality clause. It was held in *Phipps v. London and North-western Railway*, 1892 (2 Q. B. D., 229), which is referred to by the Supreme Court as an authority for the *Troy* case, that railway competition might be considered under the undue preference clause, and it was put by some members of the court distinctly upon the ground that that clause did not contain the words "same circumstances."

It should be further remarked in passing that previous to the English

act of 1888 it had never been formally held that competition could be taken into account in determining the question of undue preference. The railway companies had strenuously insisted that it should be under some circumstances, and they secured in the act of 1888 a provision that the Railway Commission might, in deciding whether a lower charge created an undue preference, take into consideration, in addition to other considerations affecting the case, "whether such lower charge or difference in treatment is necessary for the purpose of securing in the interests of the public the traffic in respect of which it is made." This was understood to confer upon the English Commission legislative authority for considering that element, and that Commission had acted upon that theory before the decision of the Phipps Case.

The holding of the English courts as to the meaning of the words "same circumstances" where they occur in the English statute was well known, and it was generally understood that the words "substantially similar circumstances and conditions" would receive an interpretation upon the same lines. The carrier might charge more, for instance, for the carriage to the nearer point if that was in part carloads as against full carloads to the more distant point. And in general whatever went to the cost of the service might be considered, but not the interest of the carrier or shipper.

That the section was so understood by the railroads abundantly appears from the fact that the same companies which afterwards insisted upon the opposite construction at first applied to the Commission for relief under the proviso. In fact, the Commission was overwhelmed by the multitude of these petitions. They came from every part of the country. What to do with them was a serious problem, for apparently it would have been physically impossible to hear and decide upon their merits even a fraction.

The most superficial examination of the questions involved showed that as a matter of fact there was a broad difference between different kinds of competition as related to this question. The water carrier did not stand like the carrier by rail. The highway over which he operated cost him nothing. His vessels were comparatively inexpensive and could readily be transferred from place to place. The cost of carriage was ordinarily much less. Above all, he was not subject to the provisions of this act. He was compelled to publish no rate, to respect no schedule; he was free to go into the market and to take whatever transportation he could obtain at whatever figure he chose. Manifestly there was no similarity between competition with this carrier and competition with a railway subject to the provisions of the act to regulate commerce.

The same thing was true to a limited extent with railroads in foreign countries. The Canadian Pacific Railway could make any rate it chose from the Atlantic to the Pacific, could vary that rate at pleasure, and could fix its terminal rate without any reference to intermediate points.

So also could a railroad situated wholly within a State as to the traffic within that State.

To extricate itself from the practical difficulties with which it was apparently overwhelmed, the Commission laid hold upon this plain difference between competition with carriers not subject to the act and competition with carriers or through carriers which are subject to the act, and it said, *Re Louisville and Nashville Railroad Company* (1 I. C. C., 31; Ga. R. R. Com. Cases, 5 I. C. C. Rep., 324), that competition not subject to the act did create the necessary dissimilarity of circumstances and conditions under the fourth section, while competition which was subject to the act did not. The act provides that the carrier shall not charge more for the short haul under similar circumstances and conditions. If the circumstances and conditions are dissimilar, the prohibition of the act does not apply, and the carrier is not forbidden by that section to charge more for the short than for the long haul.

It is upon these lines that the Commission has hitherto applied the provisions of that section. Perhaps the original decision would have been more consistent had it followed the interpretation already put upon the phrase "same circumstances" by the English courts and held that "similar circumstances and conditions" refer to the transportation itself and not to the surrounding conditions under which that transportation is conducted, but the holding of the Commission gave a reasonable and practicable interpretation to the law. There is no similarity between unrestrained water competition and competition regulated by the provisions of this act. Under this interpretation of the section, if the rate was controlled by unregulated competition the carrier might meet it without an application to the Commission. If competition between carriers subject to the act afforded a sufficient excuse, as it might, the Commission could grant leave, upon application and after full hearing, to make the lower rate to the more distant points. This apparently effectuated the intention of the act. It gave the carrier all the liberty to which it was entitled in the first instance, and it provided that it might obtain from the Commission whatever relief the circumstances warranted.

This view of the law was generally accepted by carriers throughout the country and tariffs were made to conform to it, with the exception of certain parts of the southern territory. We believe that at the time the decision of the Supreme Court was announced there were practically no obnoxious rates of this sort except south of the Ohio and east of the Mississippi. If such rates existed elsewhere, they were sought to be justified upon the ground of water competition.

Carriers within the territory indicated claim to have found it impossible to conform their rates to the requirements of the section as thus interpreted. They have habitually charged more to the intermediate point, and have sought to justify this upon the ground that competition

among themselves created the dissimilar circumstances and conditions. The Commission has contended that the section should not be so construed, for two reasons. First, as already stated, the evil which it was intended to remedy was occasioned mainly by railway competition. It is impossible to conceive of any other reason why a carrier should charge more to the nearer than the more distant point. Of course there might be a sporadic instance in which the officers of a railway company would desire on personal grounds to prefer some particular locality, but such instances must be extremely rare, and no such instance has ever come to the attention of the Commission. It was competition between railroads which forced down the rate at competitive points. Now, to hold that that same kind of competition might be shown as creating the necessary dissimilarity which would take the case out of the fourth section would be to hold that the very thing which it was intended to prohibit by the enactment of the statute might be shown as an excuse for a violation of the statute. Competition is the only reason why a carrier would desire to charge less to the more distant point, and if competition justifies him in so doing, there is nothing left for the section to act upon.

The second reason was of the same sort. The section provides that the Commission may in special cases, after investigation, authorize the charging of more for the short than for the long haul and prescribe the extent to which this may be done. Presumably Congress intended that this proviso should have some effect, but if the carrier may charge what it pleases whenever competition exists, in what case and for what reasons would it ever apply to the Commission for relief under that proviso?

We state the position of the Commission upon this question for the purpose of showing clearly what the effect of the decision actually made must be. It is hardly correct to say that the court has disapproved of these views, for, so far as appears from a reading of the opinion, the court never took pains to inform itself what the position of the Commission had been. It decides, however, that railway competition between carriers subject to the act creates the necessary dissimilarity of circumstances and conditions, and this necessarily overturns the procedure of the Commission under that section up to the present time, and virtually nullifies the section itself.

In the course of the opinion the following language is used:

In order further to guard against any misapprehension of the scope of our decision, it may be well to observe that we do not hold that the mere fact of competition, no matter what its character or extent, necessarily relieves the carrier from the restraints of the third and fourth sections, but only that these sections are not so stringent and imperative as to exclude in all cases the matter of competition from consideration in determining the question of "undue or unreasonable preference or advantage," or what are "substantially similar circumstances and conditions." The competition may in some cases be such as, having due regard to the interests of the public and of the carrier, ought justly to have effect upon rates, and in such cases there is no absolute rule which prevents the Commission or the courts from taking the matter into consideration.

This language is intelligible as to the third section, but we are at a loss to understand how it can be applied to the fourth. That section enacts that the carrier shall not charge more for the short than for the long haul under substantially similar circumstances and conditions. If the circumstances and conditions are similar, the greater charge can not be made. If the circumstances and conditions are not similar, the section does not apply. The court holds that railway competition of controlling force makes the circumstances dissimilar. If, therefore, we find in a particular case that competition of controlling force actually exists, that ends the matter. We have no power to say whether, nor to what extent, such competition justifies the higher rate to the intermediate point.

The third section is still left, and under that section we may inquire whether, under all the circumstances, the rates as adjusted give an undue preference to the competitive point, but the fourth section is by this decision eliminated from the act. It would have been instructive if the court had indicated in what instances, under its construction, application might be made to the Commission for relief.

It is evident that the railroads well enough understand the effect of this decision, and are quick enough to take advantage of it. Within five days from the reading of its opinion by the Supreme Court, the Trans-Missouri Freight Bureau, which appears to be doing business as the lineal descendant of the Trans-Missouri Freight Association, notwithstanding the decision in that case, filed schedules raising the rates to intermediate points over more than 100,000 square miles.

NECESSITY FOR FOURTH SECTION.

If, then, the effect of this decision is to strike from the act its fourth section, the question arises, in view of the experience of the past and the present conditions, Is some such section necessary? It is well known that England had, at the time of the passage of our law, no corresponding provision. The first three sections of our act are founded upon similar sections of the English act, but the fourth section was an addition.

With reference to this, it should be observed that no such condition of things ever existed there as was found here in 1887 in this respect. The railways of England have from the first been subject to a more stringent measure of regulation than have American railways. The equality clause was enacted in 1845, and the undue-preference clause in 1854. Upon the other hand, American railways have from the first run riot in the matter of rates and preferences. The result is that the evils of discrimination have never attained anything like the prominence in England that they have here.

This is seen by examining the case in which the English court held, in 1892, that competition might be shown upon the question of whether a preference was undue. That case was as follows: The iron furnace of the complainant was 60 miles from market. Those complained

against were respectively 71 and 82 miles from the same market, upon the same line of railroad. The latter furnaces were connected with the market by a second line of railway, while there was no competition at the complaining furnace. The rate from complainant's furnace was 5 shillings and 2 pence per ton, while that from the other two furnaces was a group rate of 5 shillings and 8 pence per ton. The complaint was that this did not give the complainant's furnace sufficient benefit from its greater proximity to the market. We doubt whether it would ever occur to an American shipper that such a rate was so unfair that it ought to be corrected. The ordinary condition of things with us would be, or rather would have been before the passage of this act, that the more distant furnaces paid about one-third less under those circumstances than the nearer.

In stating his reasons for holding that competition at the more distant point might be taken into account, Lord Herschel queried whether in every case the exaction of a greater charge for the shorter than for the longer haul would not be illegal.

It is pretty apparent, therefore, that there is no such occasion for a provision of that sort in England as exists here. At the same time it is worthy of remark that in recodifying their law upon this subject in 1888, after the enactment of our own, there was introduced a provision authorizing the railway commission of England to prohibit, in a particular case, the charging of more for the shorter than for the longer distance, and that seems to be the state of the law there to-day.

We can not better convey an idea of what this system is and of its workings than by stating a case which is now actually before us for determination. The Savannah Freight Bureau and certain fertilizer companies of Savannah, Ga., complained that the rates upon fertilizers from Savannah to various points in the South unjustly discriminated against that city in favor of Charleston, S. C., and Wilmington, N. C. The case has been heard, and we now have before us the facts for disposition. A single instance will show the nature of the complaint. Valdosta, Ga., is situated 158 miles from Savannah. The rate on fertilizers between Valdosta and Savannah is made by the railroad commission of Georgia and is \$2.03 per ton. Valdosta is reached from Savannah by the Plant System, and can also be reached from Charleston, S. C., by a through line made up of three independent railroads. By this line the distance is 413 miles. Now, under the system of rate making in vogue in the South these three lines insist upon and are allowed by their competitors to make the same rate from Charleston to Valdosta as is made by the Plant System from Savannah to Valdosta.

Kathleen, Ga., is situated upon the long line and is 288 miles from Charleston. The rate to Kathleen from Charleston is \$3.02 per ton. That is to say, the rate from Charleston, 413 miles, to Valdosta is \$2.03, while the rate from Charleston to Kathleen, 288 miles, is \$3.02, although the traffic for Valdosta is hauled through Kathleen upon its way there. The distance from Wilmington, N. C., to Valdosta is 485 miles, the rate

being the same as from Savannah. The same condition of things prevails at every point in the southern territory where two lines of railway intersect. There are 148 of these "common points," so-called, to which the rate from Savannah, Charleston, and Wilmington is the same, no matter what the distance may be, and there are innumerable instances where the higher rate is charged to the intermediate point as it is to Kathleen.

The railroad companies defend this system upon the ground that it affords the common-point competition without injuring the intermediate point. The lines extending from Charleston to Valdosta say: If we are obliged to withdraw entirely from this business, Kathleen still pays the same rate. We lose the little which is to be made upon that business and Valdosta loses the benefit of competition.

If this were the only instance, that would perhaps be true, but what these lines gain at Valdosta they lose at some other common point.

The price of fertilizer is the same in Charleston and Savannah. The testimony showed that 90 per cent of that brought to Valdosta during the previous year came by the long lines from Charleston or Wilmington. Now it actually costs more, probably twice as much, to transport fertilizer 413 miles than it does 158 miles. The expense to the carrier of getting this phosphate to Valdosta for that year was vastly more than it should have been. In that particular instance the loss in traffic fell upon the Plant System, but that system recoups at other points where it is the long line what it has lost at Valdosta, and always at the expense of this same waste. And who pays this loss? Ultimately the intermediate point. When Kathleen asks that its rate be reduced, or that it be not increased, the carrier points to its revenues, depleted by this kind of rate making, as conclusive evidence that its rates are too low already.

This, however, is the most inoffensive manifestation of the system. Here no rate is changed from what it otherwise would be. Ordinarily the carriers determine by voluntary agreement that the competitive point shall have the advantage over all other neighboring points. In the Troy case Montgomery was made the basing point. Troy had two rival lines of railroad and was competitive by location, but the freight association which controlled that territory arbitrarily said that the competition should be given effect at Montgomery and should not be given effect at Troy. This is the special iniquity of the system, that it puts into the hands of a railway manager or a collection of railway managers the power to determine what localities shall pay and what receive tribute. Particular instances may be justifiable, but nothing can be said in favor of such a practice. It is believed that in no other part of the civilized world is such a one tolerated at the present day.

It seems to have been the unanimous opinion in 1887 that this particular form of railway discrimination was an evil which required special legislation for its correction. It was felt that no commission having power to correct an undue preference simply could cope with it. The

positive prohibition of a statute was necessary. That statute was enacted, and under its operation the abuse had practically ceased to exist, except in the territory mentioned. How ready it is to return can be inferred from what has already happened. Unless the country is satisfied to undergo a recurrence to the practices which existed before the passage of this section, it must, in some form or other, be reenacted.

If it is desired to amend the section, two courses seem to be open. First, to add to the section as it now stands the words: "Competition with carriers not subject to the provisions of this act may be taken into account in determining what are substantially similar circumstances and conditions under the provisions of this section, but other forms of competition shall not be." This would leave the law as it has been interpreted up to the present time by the Commission. The carrier would be free to meet unrestrained competition without an enabling order, but could not meet railway competition by a lower rate to the more distant point without an application to the Commission.

Second, to provide, as does the present English act, that the Commission may, upon hearing, prohibit the charging of the higher rate to the nearer point. A provision of this sort would amount to nothing unless some means were provided by which the orders of the Commission were made effective. With such a provision this would perhaps accomplish the end desired, and be more in accord with the spirit of the act than an absolute prohibition. The carrier is then allowed to fix its own rates in the first instance in view of all the surrounding circumstances, subject to correction in this as in other respects. The form suggested at the end of this report conforms to this view.

FAILURE TO MAINTAIN PUBLISHED RATES.

If the act were amended in accordance with the foregoing suggestions, we believe it would in the main secure the establishment and publication of just and reasonable tariffs. If such rates are published shippers will see to it that they are not charged too much. This, however, is but half the problem. It is one thing to secure the publication of a proper rate, and another thing to secure adherence to it. Discrimination may be occasioned not only by charging too much, but as well by charging too little. We are constrained to believe that one of the worst features in the present situation arises from a departure from the published rate in favor of particular shippers, and that this might continue to be so.

It is well understood that the statute at the present time makes it a criminal offense, punishable by fine or imprisonment, for an officer or agent of a railroad company to receive for like service less from one shipper than from another. It is also a crime, punishable in the same manner, if any shipper takes a rate less than the published rate. It was assumed when these provisions of the law were enacted that they would secure compliance with the open rate. It speedily began to be said, however, that carriers did not maintain their rates, and the Com-

mission undertook the investigation of complaints of this character; but upon inquiring of those persons who had knowledge of the transactions, either as agents of the carrier or as shippers, objection was made that the witness could not be obliged to criminate himself and was, therefore, not compelled to answer. This left the Commission entirely without power to obtain evidence of offenses of this character, since neither the shipper who received the rate nor the railroad official who gave it could be compelled to testify to the fact. In order to meet this difficulty the law was so amended as to exempt the witness from all further prosecution for that offense, and this provision was held in the Brown Case to be a constitutional one.

The Brown decision was announced in April, 1896, and thereupon railroad managers immediately became loud in their protests that whatever might have occurred in the past, upon the strength of the notion that it could not be discovered, should no longer occur, and that rates from then on would be scrupulously maintained. It soon began to be said, however, that conditions were becoming much the same as they had been before. Railroad men themselves tacitly admitted that rates were not maintained. The press openly charged it, and what inquiries the Commission could make led us to the same conclusion. Finally, for the purpose of ascertaining what could be developed in the way of investigation, we began that inquiry into grain rates between the West and the Atlantic Seaboard which is referred to in another part of this report. It is only proposed to observe here in reference to that inquiry that it was participated in by the several members of the Commission in person; that those officers of the different railroad companies engaging in that traffic, who must have known had the rate been departed from, were called before us and compelled to give evidence under oath. That evidence was, without exception, that the rate had been in all cases maintained.

Now, these gentlemen must have known whereof they spoke. Their testimony covers a period in which rates of the kind involved were said to have been more than ordinarily disturbed, and that testimony shows that during all that time and in reference to all those shipments the published tariff was scrupulously exacted. Nevertheless, there are strong reasons for believing that the fact is otherwise. Those who are in a position to know say that this is so. Railroad managers themselves, with one accord, declare it to be so. Facts which are morally convincing, although not of a character to secure a legal conviction, lead us to the same opinion. We have no doubt that at the present time very large quantities of competitive traffic are carried at other than published rates.

The effect of this rate cutting is most unfortunate. Incidentally it prefers the large to the small shipper. Rebates can not be given to-day as they were before the passage of this act, nor as they were before the Brown decision even. Various devices are resorted to. Only a few can know of the transaction. The whole matter must be covered up

and kept secret, with the result that the large shipper, the trust, the monopoly, is able to secure the concession, while the small shipper is obliged to pay the published rates, and this concession, while at the present time small as a rule in individual instances, is often very large in the aggregate.

But the most unfortunate feature of the whole situation is the fact that it often prevents the honest shipper from doing business at all. It being a crime to accept less than the published rate, one who believes that the law of the land should be obeyed can not accept a reduction from that rate. It is only the dishonest trader that can and does accept it. This concession is often the only profit in the transaction. A margin of a cent a bushel on grain when handled in large quantities for export is considered a fair one, and this is not a large nor unusual concession in the freight rate. The result is therefore that not only is the honest dealer at a disadvantage, but he may be absolutely prohibited from engaging in that business.

The same thing is true with the carrier. It is a crime for the agent of the railroad company to give this concession in rates, and no honest man can be, on behalf of the railroad company, a party to such a transaction; so that the carrier which would obey the law is deprived of the business that legitimately belongs to it.

It is not suggested that railroad managers wantonly violate the law in this respect. As a rule, they are apparently anxious to obey it. The failure to do so not only makes them criminals, but inflicts enormous losses upon the properties they represent. Why, then, should not rates be maintained? "Because," says the carrier, "this law, under existing conditions, puts it into the power of the dishonest railway and the dishonest shipper to compel every competing railway and every competing shipper to be dishonest also or withdraw from the business." The shipper declares: "If I pay the published rate, I must close my warehouse." The carrier asserts: "If I exact the published rate, the traffic which belongs to me goes to my rival and my stockholders are without dividends."

It is difficult to conceive a graver charge than this or a more outrageous situation than that which is assumed to justify the charge. To what extent that situation actually prevails the Commission has no definite knowledge. That it exists to a considerable extent seems certain; that there is pressing need of a remedy can not be denied. The carriers insist that such a remedy lies in the enactment of a pooling bill, which they earnestly demand.

POOLING.

As to the wisdom of this legislation, the Commission is not agreed. In the first place, we do not agree as to the probable effect of such a law. There is no precedent by which we can be fairly guided as to the result. It is insisted that such a system in England has prevented the

evils which exist here, and that the same result might be expected here from the same measure. So far as we have been able to examine the literature of that subject, we are inclined to think that the evils complained of do not exist to any considerable extent in that country, but we see no reason for believing that this is due to the operation of pooling. Pooling, as the term is understood with us, does not appear to be much resorted to there. There are two or three "joint-purse" arrangements between rival carriers which are legalized by special act of Parliament, and it is probable that there may be some contracts of the same sort not so legalized, but we are informed by those who have charge of these matters in England that there is practically very little of what we term "pooling." Indeed there is no occasion for it, owing to the way in which the territory of that country is divided between the different railways. They do agree upon competitive rates, and these agreements seem to be pretty generally kept by the carriers.

Pooling in this country had not been tested previous to the act under such circumstances as to make its success or failure then a fair criterion of what legalized contracts of that sort might accomplish. The tendency of pooling would be to remove the inducement to a departure from the published rate, and to the extent that it prevailed such would be the result. A majority of the Commission think it must occasion some improvement in the rate situation at almost all points and that it might altogether amend it at many points. The result in that respect would depend entirely upon the action of the carriers, and the present condition is so disastrous, that they would be inclined to embrace in good faith, any way out of it.

At the same time it must be remembered that if pooling produces any beneficial result it necessarily does so at the expense of competition. It is only by destroying competition that the inducement to deviate from the published rate is wholly removed, and it is only to the extent that competition is actually destroyed that beneficial results can be expected. Notwithstanding the specious arguments of carriers to the contrary, this is and must be the fact. By the legalizing of pooling the public loses the only protection which it now has against the unreasonable exactions of transportation agencies. We are all agreed that the enormous power which such a measure would place in the hands of railroad companies ought not to be granted, unless the exercise of that power is properly restrained in advance. In view of the whole situation, a majority of the Commission would be inclined to recommend that the experiment be tried if suitable safeguards are provided. Clearly something should be done. The carriers insist that this is the proper remedy. They are in better position to judge than anyone else, and they constitute so important a part of the whole public that they are entitled to careful attention in a matter which they insist is vital to them.

But this recommendation of a majority of the Commission, if it is to

be given any weight at all, must be taken with the limitation above stated. It is too much the fashion of certain advocates of pooling to select a particular sentence from some report and hold that up as an exhibition of what its author believes upon this subject. The members of the Interstate Commerce Commission wish to say in the strongest possible terms that they are unanimous in the opinion that to overturn the Trans-Missouri decision, to repeal the fifth section and enact in its place a pooling bill, thereby permitting and inviting unlimited combination between carriers, would be little better than a crime against the people of the United States, unless this tribunal, or some other tribunal, is at the same time invested with adequate powers of control, and that nothing less in degree than those outlined in this report or their equivalent would be adequate.

It should be further said that, while a majority of the Commission have felt that it would be wise to adopt the remedy suggested by the carriers in the present emergency, we do not admit that Congress is altogether powerless to correct this evil without the adoption of that means. The difficulty with enforcing the present law is not in its criminal features, which with some slight changes, are well enough and strong enough, but in obtaining evidence of violations of that law. When those who have knowledge of what is actually done are put upon the witness stand, they refuse to disclose the truth.

Since these witnesses will not state the fact as it exists, some means must be provided of otherwise ascertaining that fact. So long as these gentlemen refuse to tell, it is necessary to provide a way by which the Government can find out for itself. If the interstate carriers of this country were compelled to keep their accounts in some prescribed form, and if the agents of the United States had the right at any time to inspect those accounts, or to take charge of one or more of the stations of a carrier when so advised, the effect must be to greatly diminish these practices. This kind of supervision would be no more rigorous than that under which national banks now exist.

We do not recommend the passing of this last-named legislation at this time. Such supervision would be a laborious and expensive undertaking, and ought not to be necessary. It is simply suggested that the remedy lies in this direction if other expedients fail. We do earnestly recommend that Congress undertake the revision of this entire law.

Mr. Justice Harlan dissented from the opinion of the court in the Troy Case. In the course of his dissenting opinion he uses this language:

Taken in connection with other decisions defining the powers of the Interstate Commerce Commission, the present decision, it seems to me, goes far to make that Commission a useless body for all practical purposes, and to defeat many of the important objects designed to be accomplished by the various enactments of Congress relating to interstate commerce. The Commission was established to protect the public against the improper practices of transportation companies engaged in commerce among the several States. It has been left, it is true, with power to make

reports and to issue protests. But it has been shorn, by judicial interpretation, of authority to do anything of an effective character. It is denied many of the powers which, in my judgment, were intended to be conferred upon it. Besides, the acts of Congress are now so construed as to place communities on the lines of interstate commerce at the mercy of competing railroad companies engaged in such commerce.

We quote this because, proceeding from that source, it will command attention. It is a statement of the exact situation. The Interstate Commerce Commission can conduct investigations and make reports. It can, perhaps, correct in a halting fashion some forms of discrimination. It collects and publishes statistical information which would be of value if, under the law, it could be obtained and published within a reasonable time. It performs a valuable service in adjusting differences between the carrier and the shipper which never reach the stage of a formal complaint. But, by virtue of judicial decision, it has ceased to be a body for the regulation of interstate carriers. It is proper that Congress should understand this. The people should no longer look to this Commission for a protection which it is powerless to extend.

INVESTIGATION, DEMORALIZATION OF GRAIN RATES, AND APPORTIONMENT OF TRAFFIC TO THE SEABOARD.

In the spring of this year charges were repeatedly made in the newspapers of Chicago that the published tariffs on grain and its products to the Atlantic Seaboard were not adhered to by the railroads, and that in respect of rates on such traffic general demoralization prevailed. In addition to the published statements referred to a number of grain merchants of that city made representations to members of the Commission that their trade, which had been established for years, was drifting away from them and becoming concentrated in the hands of a small number of large concerns in Chicago, although the former averred that they purchased their grain in the same open markets and at as favorable prices as their larger competitors, who, nevertheless, could and did undersell them at the eastern seaboard. From these and other circumstances they were led to believe that the dealers in whose hands the grain trade seemed to be centered were enjoying preferences in the cost of transportation of their grain shipments which were not secured by dealers generally.

Acting on the reports that thus reached it, the Commission proceeded, under the authority conferred by section 12 of the act, to inquire into the practices of and the rates charged by the railroads in the transportation of grain and its products to the Atlantic Seaboard. At the hearings which followed a large number of witnesses were examined and much testimony was taken at Chicago and elsewhere. The witnesses, almost without exception, testified that no rebates were paid, and that no preferences in transportation or in facilities incidental thereto were enjoyed by any shippers in respect of the traffic mentioned, either directly or indirectly. The examination of the witnesses, who had been

represented to the Commission as possessing information which would disclose the manipulation of rates or devices by which preferences were granted, was exhaustive in its details; yet, as a means of establishing particular instances of the general charges made, it failed to accomplish all that had been expected.

The inquiry did, however, disclose some practices which deserve the consideration of Congress and of the share owners in railroad properties. Among other things may be mentioned the increasing number of and the important functions exercised by the so-called "belt lines" in the large cities of the West. The testimony taken by the Commission regarding the service performed by this class of carriers was confined to those at Chicago. There are now three belt lines in operation that intersect all, or nearly all, of the railroads which enter that city, namely: The Chicago and Western Indiana, the Elgin, Joliet and Eastern, and the Chicago, Hammond and Western Railroad. The latter line has been in operation something over a year. It was recently taken over by what is understood to be the Union Stock Yards concern of Chicago, and is now operated under the name of the Chicago and Indiana State Line Railroad. In addition to those named, there are other so-called belt lines that appear to be relatively unimportant in length, connections, and equipment, but which are considerable factors in the transportation under review.

As originally designed and used the belt lines were mere switching roads. The chief purpose they served was to transfer cars from an Eastern to a Western road, or vice versa, where those roads had no physical connection with each other's rails. For this purpose a switching charge of \$1 per car and upward was made, the amount varying according to the extent of the work performed.

But the switching of traffic by the belt lines from one railroad to another has afforded a means, and has been so employed, of manipulating rates to induce traffic to pursue certain routes that it would not otherwise take. The switching charge graduated to the service performed has been generally abandoned, and in its place has been substituted an arbitrary charge per car, which is taken from the earnings of the carriers west of Chicago, and on traffic going east of Chicago there is collected from the Eastern roads 8 per cent and upward of their share of the through rate to the Atlantic Seaboard. This in railroad-traffic circles is called the "double cross." It was evolved by some ingenious person who perceived its opportunities for diverting traffic in ways that it would be difficult to trace.

These opportunities were found in the complex systems of rate making that prevail in the territory between the Missouri River and the Atlantic Seaboard, one feature of which treats certain junction points near Chicago, for rate making purposes, as a part of Chicago. The rates from Western points to these junctions are the same as to Chicago, and the rates from these junctions to the seaboard are the same as

from Chicago to the seaboard. It was shown that in some cases traffic came from the West by a line whose rails intersected those of an Eastern line by which the traffic was to go forward to the seaboard. In such cases it was entirely practicable for the Western line itself to deliver the traffic to the Eastern carrier, and that was apparently the most natural and least expensive way to effect such delivery. But instead of doing this it turned the traffic over to a belt line on the outskirts of Chicago, the latter road receiving for the service \$4 per car from the earnings of the Western line. The \$4 per car was so paid on the theory that the Belt Line completed the haul to Chicago, which was what the Western line undertook to perform as its part of the service in the through shipment. The \$4 paid to the Belt Line was the charge exacted for delivering the car to any junction point on the line of the Belt road; that sum paid for all the service performed by it in respect to the car mentioned.

By arrangement with some of the lines running east of Chicago, the Belt Line received 8 per cent of the division of the through rate for the haul from Chicago to the seaboard on all traffic which the Belt Line delivered to the Eastern carrier. This 8 per cent on grain amounted to about \$6 on an average carload. Thus the Belt Line received an average of at least \$10 per car for switching from a Western road to its eastern connection. This was more than twice what the service was worth. The \$4 per car contributed by the Western lines, and the \$6 per car paid by the Eastern lines, where their rails actually joined, were a needless loss of revenue, at least on the surface of the transaction. The volume of traffic which pursues these unnatural and unnecessary routes is so great as to create suspicion concerning the real reasons which induce traffic managers to make such combinations. It is alleged that one of the motives therefor is to provide the Belt Line with a margin for manipulating rates. So far as the testimony taken discloses, such motives were denied; but no satisfactory reasons for the existence of the practice appeared. All of the parties to these agreements were not present at the hearings. Some were absent from their usual places of business and could not be found.

Sufficient was shown to raise the belief that either the through rates were too high, by the amount paid to the belt lines in excess of a reasonable switching charge, and to that extent an unjustifiable burden on the traffic, or that the railroad companies needlessly sacrificed a portion of their just earnings.

What appeared to be a preference, on the face of the evidence adduced, was effected through some of the belt lines in the transportation of flour from Minneapolis. The rate on that commodity from Minneapolis to New York was 30 cents per hundred pounds, of which the lines up to Chicago receive 10 cents and those east from Chicago 20 cents. The local rate from Minneapolis to Chicago was 12½ cents per hundred pounds. It appeared that during a period of three months

over one thousand cars of flour, billed from Minneapolis to New York and other Eastern points, were brought into Chicago almost wholly by one road and there turned over to a belt line for delivery to Eastern carriers. Those shipments in all cases except one were so billed as to permit the shipper to change the destination of the traffic while in transit. The exception referred to was limited to the flour that was to go east from Chicago by a certain line only. In all of the shipments by that line the original bills issued at the point of origin, and which accompanied the traffic to Chicago, contained the indorsement "Destination as billed." This traffic reached its destination by the routes mentioned in the bills.

All of the 1,098 cars mentioned were, in the city of Chicago, turned over to a Belt Line, ostensibly for delivery to the Eastern line to which the traffic was consigned. For this service, out of the 10 cents per hundred pounds which the line up to Chicago was entitled to, the Belt Line took \$4 per car for its share in that service. If it had delivered the cars as they were originally billed, it would also have received in addition 8 per cent of the revenue which the lines east from Chicago would earn. But of the 1,098 cars, it delivered to the Eastern lines only 469. What became of the 629 missing cars was not ascertained. Several ineffectual efforts have been made to secure the attendance of those who are believed to be in possession of the facts, but they "were not found." As it appears that the traffic was not delivered by the Belt Line to any of the Eastern rail lines, and as navigation was closed and remained closed for weeks afterwards, the inference is that it was delivered for sale at Chicago. If so, the billing to eastern points was a device to secure a preference of $2\frac{1}{2}$ cents per hundred pounds below the published rate from Minneapolis to Chicago.

In this investigation it was also ascertained that certain roads, parties to the joint traffic agreement, had at Chicago turned over to competing roads, which were also parties to that agreement, very large quantities of competitive traffic. In one of these instances a line, at that time insolvent and in the hands of receivers appointed by Federal courts, gave away to a solvent competing road over 7,000 tons of traffic, chiefly grain. The receivers, who by this transaction sacrificed much needed revenue, had ample equipment and facilities for transporting the traffic. They had already incurred considerable expense in loading it in their cars and switching it from storehouses and elevators to the rails of the line operated by them. They then turned the traffic over to a competing line, which carried it forward to a point in eastern Ohio, where it was returned to the system operated by the receivers.

When pressed for the reason for thus diverting the traffic, one witness testified that his road was ahead of the percentage of traffic allotted to it under the award of the arbitrators appointed by the Joint Traffic Association, and that the competing road to which it delivered the traffic had not received the percentage to which it was entitled under that award.

A copy of this "award" was produced in evidence, and is as follows:

ARBITRATORS' AWARD IN THE DIVISION OF EAST-BOUND TRAFFIC FROM CHICAGO AND CHICAGO JUNCTIONS WHICH COMES UNDER CONTRACT OF JOINT TRAFFIC ASSOCIATION.

After due consideration of the arguments presented and the statistics of traffic forwarded in the past, the arbitrators' award is that the east-bound shipments of live stock and dressed meats from Chicago and Chicago junctions, included in this reference, reduced to an equivalent sixth-class tonnage basis, be apportioned between the lines in interest from and after September 1, 1896, as follows:

	Per cent.
Baltimore and Ohio Railroad.....	4.5
Cleveland, Cincinnati, Chicago and St. Louis Railway.....	1.1
Chicago and Erie Railroad.....	9.4
Chicago and Grand Trunk Railway.....	13.2
Lake Shore and Michigan Southern Railway.....	19.8
Michigan Central Railroad.....	16.1
New York, Chicago and St. Louis Railroad.....	11.3
Pittsburg, Cincinnati, Chicago and St. Louis Railway.....	10.7
Pittsburg, Fort Wayne and Chicago Railway.....	8.7
Wabash Railroad.....	5.2
Total.....	100

And that the east-bound dead freight tonnage from Chicago and Chicago junctions, covered by this reference, reduced to an equivalent sixth-class basis, be apportioned between the lines in interest from and after September 1, 1896, as follows:

	Per cent.
Baltimore and Ohio Railroad.....	8
Cleveland, Cincinnati, Chicago and St. Louis Railway.....	5.8
Chicago and Erie Railroad.....	11.2
Chicago and Grand Trunk Railway.....	11
Lake Shore and Michigan Southern Railway.....	14.2
Michigan Central.....	13.6
New York, Chicago and St. Louis Railroad.....	8.2
Pittsburg, Cincinnati, Chicago and St. Louis Railway.....	7
Pittsburg, Fort Wayne and Chicago Railway.....	14.2
Wabash Railroad.....	6.6
Total.....	100

OCTOBER 30, 1896.

It appeared that a certain road which thus turned over thousands of tons of traffic to rival carriers had a continuous line of its own from the point where it first received the traffic for transportation to the point on the Atlantic seaboard, which was the destination of the traffic. The official who directed this "diversion," when asked the reason for such action, testified, among other things, that the road which he represented had exceeded its percentage, and * * * "in order to establish the fact that it was maintaining rates and acting in good faith, and as material evidence of that, turned some of its eastbound traffic over to" the competing road, which had not carried its share under the award.

In another instance the road operated by the receivers above referred to turned over to other rival roads very large quantities of competitive traffic, and thereby lost the revenue the road they operated would have

received had they retained and transported it as it was billed. In this case, as in other cases referred to, the points of final delivery were stations on the line operated by the receivers. The road to which this traffic was diverted is, in a financial sense, one of the strongest lines in the country. Its chief traffic officer testified that about the 1st of January, 1897, his road was "180,000 tons behind the percentages" it was entitled to; and that the traffic (together with traffic from other of its competitors) was turned over to it to help make up the deficit. The witness further stated that one of the receivers proposed to make this division of the traffic, and that he accepted the offer.

These transactions, with the accompanying testimony, are especially significant in that they establish a practical interpretation, by the parties thereto, of a clause of the joint traffic agreement in respect to the meaning of which there has been much controversy.

A short time prior to the taking of this testimony another important investigation was had in which it became material to ascertain how, and by what means, the recommendations of the board of managers of the Joint Traffic Association, in regard to rates fixed by them, were enforced. The principal witness upon this point was the commissioner of that association.

He testified, among other things, that one of the chief objects of that association was to secure the maintenance of the rates named by it, and that by its efforts maintenance of uniform through rates had been more nearly secured than * * * "by any other means at any recent time, unless it may be the first eight to fifteen months after the passage of the interstate-commerce law."

He also said that the rates were in the first instance agreed upon by a board of managers composed of one representative of each of the ten railroad systems parties to the joint traffic agreement; that the rates so named were "recommendations" which the individual roads might adopt or not at their pleasure, and that there was nothing in the agreement or the administration of it to prevent the free exercise of their right in this respect. He was then asked if members of the association who wanted to reduce the rates below those established by the board of managers could do so and yet conform to the agreement. He replied in the affirmative. When asked how they would then proceed, he replied:

They would dissent from the prior rate and give the notice provided in the clause of the contract to which I have referred. The contract provided that the managers shall then consider the steps necessary for the due protection of the other companies and localities.

When asked what steps were provided for, he replied, in substance that there were none, except that the tariff be reduced generally to correspond with the reduction insisted upon by the objecting road.

In his replies to numerous questions, which sought to ascertain what influences were exercised through the association to prevent its mem-

bers from reducing rates below those established by the board of managers, this witness gave no intimation that under the operation of the joint traffic agreement the inducement, or one of the inducements, to secure maintenance of the rates established or "recommended" by its "managers" was a division of the competitive traffic according to percentages fixed by arbitrators; nor that in pursuance thereof traffic from Chicago to the Atlantic Seaboard had been actually divided by the parties to the agreement, though the award was promulgated many months before by the association of which he was the chief administrative officer, and repeated divisions of such traffic had been made thereunder.

This will, to some extent, illustrate one of the difficulties which the Commission often encounters in its efforts to comply with the duty enjoined upon it, to inquire into and keep itself informed as to the methods and practices of the common carriers subject to the act. Information of pooling of traffic under the operation of the joint traffic agreement first came to the Commission at a subsequent hearing in another case and from a railroad official at Chicago, whose opportunities for learning the methods and practices of the Joint Traffic Association were meager in comparison to those of the commissioner of that association.

Another episode that pointedly illustrates a type of character the Commission has frequently met with in its investigations and upon whose recollection of agreements and practices it has often been required to rely for its information, which may in part account for the barren results from prosecution of complaints that when instituted appeared to be well founded, occurred in the examination of the general western freight agent at Chicago of the receivers referred to, who was called as a witness in the Grain Case.

His attention having first been invited to testimony previously obtained from other sources, which showed that he had directed the diversion from the line operated by the receivers to a competing road of a very large volume of traffic, he was asked whether, in any other instance since the road went into the possession of receivers, he or the line of which he was the general agent had turned over any portion of its traffic to any other competing road. He replied that he could not recall any other instance. He was then asked whether there was any precedent for his action in this instance. He replied that he could recall none; and yet evidence subsequently obtained from another source abundantly established that this witness had, but a few weeks prior to the instance mentioned, in person together with his superior officer, the freight traffic manager, called on the general agent of another rival road and made him a tentative proposition to turn over to such rival line traffic which had been received and billed for transportation by the line operated by the receivers. They stated that as their road was in the hands of receivers they did not know whether

the courts would permit them to deliver the traffic, but if he would assent to the conditions named they would endeavor to get permission to divert the traffic as they proposed. Concerning this offer there was some correspondence between the officers of the two roads.

The evidence further established that this witness afterwards, in order to carry that offer into effect, made a statement in writing, signed by himself, which provided for the routing of such traffic; for a division of the earnings thereon by stated percentages, and for the proportion of switching, elevator, and terminal charges to be borne by each road; and then, in pursuance of the offer and terms stated, turned over to such competing line about 2,000 tons of competitive traffic.

The witness had apparently forgotten those instances. His answers to all material questions propounded, excepting to those relating to facts that had already been developed, were, "I do not recall."

The infirmity of the memory of this witness, as exhibited in this investigation, is remarkable in view of the extraordinary character of the transaction, which, as he proposed it, involved the consent of Federal courts that its receivers should ignore the prohibitions of section 5 of the law.

In its last annual report the Commission invited the attention of Congress to the disadvantage under which our people and their products were placed by the law as interpreted by the Supreme Court of the United States in the Import Rate Case.

After considering at length the effect of that decision, it was said:

It is perfectly evident, in our opinion, that this construction of the act opens the doors to manifold and endless abuses, from which there is little redress under the laws now in force.

The opinion then expressed has been realized in the practices of the railroads during the last year. The decision in the Import Rate Case has been generally accepted by the roads as exempting from the operation of the law all of the traffic which is shipped for export. As a consequence, during a greater part of the year a preference of 5 cents per hundred pounds has been enjoyed in the transportation of corn for export over that designed for consumption by our own people. Provisions have been and are transported by rail from the Missouri River to New York and thence by steamer to Liverpool at $45\frac{1}{4}$ cents per hundred pounds of which rate the railroads received $38\frac{1}{2}$ cents per hundred pounds and the steamship $6\frac{3}{4}$ cents per hundred pounds, while traffic identical in weight, quality, and value, and carried on the same trains from the same point of origin to New York, but which was for domestic consumption, was required to pay $53\frac{1}{2}$ cents per hundred pounds. Thus, the export traffic was carried through to Liverpool, including the ocean haul, for $8\frac{1}{2}$ cents per hundred less than was exacted for the carriage to New York of like traffic for domestic use. The precise amount of discrimination made by the railroads against our own people in this case was 15

cents per hundred pounds, which on a single shipment amounted to several thousand dollars.

It was ascertained that the Western roads required no evidence that traffic carried at the reduced rates was to be exported, beyond the mere statement of the shipper to that effect. Some, but not all, of the Eastern lines had in force certain checks to ascertain whether the traffic which was carried at the preferential rate was actually exported. Most of the lines delivered the grain to elevators or storehouses, but required no assurance and received none that it was in fact shipped abroad. The opportunities for discrimination by the use of the export rate for traffic for domestic use is apparent, and it is alleged they have been resorted to by those who are unmindful of the law.

In connection with the foregoing, it may be of public interest to consider a letter received by the Commission during the past summer from one of the oldest and, in the line of trade in which they are engaged, one of the largest houses in Chicago. For obvious reasons the signature to the letter is omitted.

CHICAGO, June 5, 1897.

Hon. WM. R. MORRISON,

President Interstate Commerce Commission, Washington, D. C.

DEAR SIR: Referring to the interstate-commerce law, a representative of one of the leading freight lines from the East to Chicago called this morning to solicit our business, and as an inducement offered us 25 per cent off the regular tariff rates. We asked him if this was not violating the United States commerce law. He said certainly it was. This is a sample of what has been done for a long period and what is being done to-day.

What is a firm to do who will not violate this law? Adhering to it costs us thousands of dollars per annum.

We are confident that there are many, many reputable houses in Chicago who are suffering on account of their strong desire to be law-abiding citizens. Violators of the law are in a position to get control of more than their share of business.

Yours, very truly,

To this letter reply was made as follows:

JUNE 25, 1897.

DEAR SIR: We have yours of 5th instant, which we found here on our return from Chicago on the 12th. Had we been advised of its contents while we were in Chicago, the first ten days' of this month, we would have made some effort to get further information upon the subject of which you write. While we were in Chicago, at the time above referred to, we subpoenaed as witnesses a number of business men who were shippers from Chicago, all of whom testified that they had no knowledge of shipments being made at less than the open, published rate, and that they had not been offered transportation at any other than the published rate. We would be glad to obtain facts which would enable us to lay any such matter before the grand jury with any sort of assurance of proving that shipments had been or were being made at less than the published, established rate, and we will be greatly obliged to you for any facts and details which will aid in this direction.

No response was made to this letter, and later a representative of the Commission called on the firm in question for information upon which to found a prosecution if the facts should warrant. They said that the letter stated what had repeatedly occurred, but that they invariably

refused to avail themselves of the offers made, for the reason that they would not participate in a violation of the law. They declined, however, to give any further information, and expressed their regret at having written the letter, and asked that the matter be dropped because of the unpleasant consequences that would result to them should they appear as complainants against the men they were required to have constant business dealings with. This request could have been disregarded and their testimony could have been compulsorily required, but it was found that the offense had not been consummated—in fact, that it was but a proposition by an individual to give the firm a preferential rate—and it was believed that the mere exposure of an offer to violate the law, made by a subordinate agent of a railroad company, would not warrant the placing of reputable and law-abiding citizens at the disadvantage which they feared would follow them if their complaint should become public.

These cases will also serve to illustrate the character of other complaints and the facts developed in relation thereto that the Commission has been called upon to deal with.

THE PENAL SECTION OF THE ACT.

It has been pointed out with some care in previous communications to the Congress, and the matter has been brought to your attention in this report, that the Commission can not be endowed with authority to enforce the penal provisions of the act otherwise than by aiding the prosecuting officers of the Government to secure evidence against accused or suspected parties. In the nature of the case this must be so, as has been heretofore explained. Whatever acts are declared to be criminal offenses, and whatever criminal remedies may be applied to their correction, are matters which pertain almost wholly to the functions of the Federal courts and the various district attorneys of the United States. The same principles and methods of procedure must be regarded in enforcing the penal provisions of the act as are available for the detection and punishment of criminal offenses under other laws. It becomes important, therefore, that transactions which are declared misdemeanors by the interstate-commerce law shall be defined with such exactness that the requisite proof can be obtained without needless or unusual difficulty. In this respect the provisions of the tenth section—the criminal section, as it is often called—are extremely defective. Parts of it are drawn upon an erroneous theory regarding actual practices, and the language in various paragraphs is obscure and uncertain.

Broadly speaking, the conduct which should constitute a misdemeanor was undoubtedly designed to consist in secretly giving favored persons lower rates than those named in the published schedules—that is, by the payment of rebates, commissions, and the like, and the employment of other devices for departing in individual cases from the

established standard of charges. Yet the section as it now reads has been construed to require, in order to sustain an indictment, not only proof that a rate lower than the published rate was granted, but that some other person or persons actually paid the higher rate for like and contemporaneous shipments. To furnish such proof is in many, if not most, cases exceedingly difficult, and it ought not to be necessary. We are convinced that offenses of the character here referred to should, by express language, consist wholly in a departure from the legally established tariff, and that proof of the tariff rate at the time and of the acceptance of a lower rate should be sufficient to secure a conviction. Other incongruities and imperfections of phraseology appear in this section which it is not deemed necessary to specifically notice. Such amendments as are believed essential to correct the faults of structure and language in the section here referred to are set forth at length in another part of this report.

TICKET BROKERAGE.

In the last two annual reports, as in some of those previously made, the Commission has condemned the obnoxious traffic in passenger tickets commonly known as "scalping" and has recommended its prohibition by an effective statute. A measure which seemed well calculated to accomplish this purpose and which received the approval of the Commission was favorably reported to the House of Representatives by its Committee on Interstate and Foreign Commerce during the last session of the last Congress, and subsequently passed that body by a large majority. The bill was thereupon sent to the Senate for concurrence, but failed to be acted upon there in the brief time then remaining before the close of the session.

While this measure was under consideration in the House the general subject of ticket brokerage and the provisions of the pending bill were widely discussed and attracted a considerable degree of public attention. The newspapers in all parts of the country, almost without exception, urged the passage of this bill and declared that ticket scalping was an evil which should be suppressed by law. Meanwhile various merchants' and shippers' associations, boards of trade, railway labor organizations, the Christian Endeavor and other kindred societies, and the ninth annual convention of State railroad commissioners adopted resolutions condemning the business of scalping and advocating the passage of the "antiscalper bill."

During the last year the States of New York and New Jersey have enacted stringent laws against ticket scalping, and at least eight other States had previously adopted similar legislation. It is in interstate tickets, however, that this traffic is most extensive and pernicious, and the action of Congress is necessary for its effectual suppression. The Commission adheres to the views already expressed and renews its former recommendations upon this subject.

UNIFORM CLASSIFICATION.

As often as this Commission has had occasion to refer to the subject of a uniform basis for rate schedules over the whole country, whether in annual reports, opinions rendered, correspondence had, or personal conferences, it has not failed to emphasize the importance and indeed the necessity for such uniformity. A single classification is regarded essential to insure compliance with the law and to promote greater economy in the administration and conduct of transportation; it is therefore in the interests of the carriers themselves. In no other way, it is believed, can the patrons of the roads, both shippers and consumers, obtain that actual justice and equal treatment which the act to regulate commerce was designed to secure.

The railways of the United States, acting independently and without restraint, originally adopted, for the most part, individual classification, and forty years ago these were nearly as numerous as the railroads themselves and led to endless confusion. Some classifications contained not less than thirty-three classes, and even in later years in most of the Southern States there were classifications in use containing as many as twenty-two classes of freight.

However, as the roads afterwards joined in pools and associations for the control of transportation in local territories, it became more convenient and economical to unify the basis for their schedules of joint and agreed rates, so that in 1886, at the time the Senate committee made its report, submitting a bill which afterwards, with amendments, became the act to regulate commerce, there were only about fifty different classifications in use in the United States. Even these comparatively few had given rise to serious and almost universal complaints, and the Senate committee reported that shippers were unanimously in favor of a single classification for the whole country.

But as the committee found that the carriers were already working toward uniform classification, and as under the proposed law the publication of classifications as well as tariffs was to be under the direction of the Commission, it was believed that no specific legislation on this subject was necessary and none was recommended. It was thought that uniformity would come fast enough without legislation; and this confidence on the part of the committee, which was later shared by the Commission, was apparently justified by the immediately subsequent events.

The stronger associations, to increase their own usefulness and influence, were making constant efforts to absorb the rival local systems in their respective territories; and, with the impetus afforded by the impending interstate commerce act, they made such progress that when that law was ready to go into operation the number of classifications had been reduced to the three principal ones now in effect, and a few minor classifications that have since practically disappeared from interstate business.

The Commission in its first annual report commended this work of the roads in reducing the number of classifications as "extremely important and useful," but deplored the fact that so many were still in existence. Trade organizations were still complaining of the serious discrepancies which existed in the surviving classifications, with their tendencies to discriminations and their possibilities for extortion. The Commission was expected to correct this state of things, and therefore continued to urge upon the roads the necessity for uniformity and the desirability that the reform should be accomplished by the voluntary action of the roads themselves.

Accordingly, in 1887, a committee of the associations interested met for the purpose of unifying "The Official and Western Classifications," but a series of rate wars that unfortunately ensued about this time robbed the busy committeemen of the necessary leisure to prosecute the work, and destroyed for the time being that harmony between the roads without which any attempt at unification by the carriers themselves must be hopeless.

In 1888, the House of Representatives passed a resolution authorizing and directing the Commission within three months, or by January 1, 1889, to prescribe a "uniform classification" for all the roads in the United States. Whereupon this Commission, through its chairman, by personal appeal and in letters to the officials of the various associations, urged the carriers to hasten the work of uniform classification, which it was said must be brought about soon, and if not agreed upon by the managers themselves was certain to be "compelled by law."

The Senate was advised of the progress and apparently favorable disposition of the railroads toward uniformity, as well as the impossibility of intelligent and just consideration of the subject by the Commission in the short time allowed by the resolution from the House; and above all, as the joint committee reported that "representations having been made that, if the railroad companies were given further time, they would obviate the necessity for action on the part of Congress," the resolution was suffered to remain unacted upon.

The Commission in its annual report of that year again advised the Congress of the desirability of uniformity and of the gratifying progress of the roads in that direction; and declared that, as long as the carriers appeared to be laboring toward unification with reasonable diligence and in good faith, it was better that they should be encouraged and stimulated to continue their efforts than that the work should be taken out of their hands.

In December of that year a new convention met in Chicago, consisting of three delegates from each of the existing associations; these selected a standing committee of two members from each of the eight associations "to endeavor to combine the existing classifications in one general classification." After some changes in the representation and the committee and many days' work at various places, extending over

several months, by men of skill and long experience, they finally agreed on a classification which they recommended should be adopted by all the roads on January 1, 1890.

With this classification, which was not pretended to be perfect, was recommended a system of rules and representation by which necessary changes and modifications might be made. It was said at the time that the Western roads, fearful that their revenues would be injured by the new classification, stood ready to repudiate it; but the withdrawal of the Eastern trunk lines made any further resistance unnecessary, and the work of two years was apparently thrown away. No official statement by the trunk lines was published, but a semiofficial contribution to a current leading railway periodical announced that their objections were: That there was no general demand for the new classification; that the popular belief that such consolidation had been ordered by the Commission was a mistake, as the indications were the Commission considered such action premature; that existing classifications grew out of the needs of different territories, and that when further changes were necessary they could be easily effected.

Of course these objections were apparently waived by the trunk lines when their representatives took part in the proceedings which resulted in the proposed classification; but a more serious and plausible objection was that, while necessary expenses were assessed according to tonnage, the associations in the new scheme had only equal representation. That is, the official classification territory, and the roads which composed it, claimed at that time to carry three-fourths of the tonnage and handle two-thirds of the revenue arising from interstate commerce, while they had but six members out of twenty-two on the board of revision. Besides this, they objected that absolute power was given under the suggested rules to the chairman and board, such rules not even permitting arbitration, while under the system then in operation the board simply recommended amendments and the railroads approved. All these objections were aimed not at uniform classification itself, but at the machinery then proposed for its regulation and amendment, as involving too great a sacrifice of the influence and authority then enjoyed by the associations opposing the adoption of the recommended classification.

It was unfortunate that this earnest effort at consolidation failed when the reform was deemed so essential, as this joint committee, composed of practical railroad representatives, reported that "without such reform in the territories wherein dissimilar classifications overlap it is impracticable to avoid discriminations such as are forbidden."

Thus ended the only systematic and serious effort which has ever been made to unify the classifications for the whole country, and while thus postponing indefinitely such result, it is only a temporary check, for uniform classification is inevitable; but the delay since that time has needlessly burdened the roads, worked injustice to the public, and embarrassed Congress and the Commission.

When the Commission made its third and fourth annual reports there was still some hope that this proposed classification might be adopted, but when the report for 1891 was made no such hope remained. While the Commission announced in this report that its convictions remained unchanged, and that the necessities of commerce required the existing classifications to be consolidated, and as speedily as practicable, it did "not feel justified in asking for the further efforts of the carriers the same measure of indulgence which it has heretofore suggested should be extended to them and which was thought to be required in the public interest."

In their sixth annual report the Commission again invited the attention of Congress to the subject of "fixing the time within which carriers shall be required to adopt a uniform classification of freights."

In the seventh, the Commission felt "constrained to renew the recommendation," and "were convinced that the only way by which the railways can surely be brought to cooperation is to render it certain that if they neglect the work it will be done by an authorized board or tribunal, may be less competent for the work than the carriers themselves."

In 1895, the Commission, despairing of any further voluntary assistance from the carriers themselves, recommended that Congress direct the Commission to "make and prescribe prior to the 1st day of July, 1896," one uniform classification of freights.

In the ninth annual report is detailed the meeting by invitation of two members of the Commission with the committee of the State railroad commissioners in New York City to confer with representative traffic managers on the subject of the adoption by the roads of a uniform classification.

At this meeting it was freely avowed "that the action of Congress was undoubtedly necessary to accomplish further progress toward uniform classification," and the Commission then recommended that Congress require the carriers to adopt, within a reasonable time, a uniform classification of freights, or failing this that the Commission be authorized to prescribe such classification.

This recommendation was repeated in our last annual report.

The trade organizations of the United States, the organs and representatives of railway interests, the shippers, and indeed all who have to do with our internal commerce, have for years been unanimous in expressing the belief that such uniformity would be for the best interests of the public.

The railroad commissioners of the States, upon whom much will depend, in the event of the adoption of uniform classification for interstate traffic, for the adoption of the same system for State traffic, have been earnest and consistent advocates of such reform. On January 31, 1889, a call was issued for a general convention of State railroad commissioners to be held in Washington, to consider among other subjects "Classification of freight, its simplification and unification." Each

year since that time this important organization has voiced the opinions and demands of the States they represent for such uniformity.

At their first convention, commenting on the work then in progress by the uniform classification committee, they resolved in favor of a "still further advance toward uniform classification of freight."

In 1890 they declared "that the public interest will be best served by the adoption of a classification which shall be uniform for our whole country."

In 1892 and 1893 they further resolved to present the subject to the Interstate Commerce Commission, as one worthy of their "persistent and continued effort," as "the end in view can only be attained by the exercise of Federal authority."

In 1895 it was resolved to authorize their committee to invite the various traffic associations of the United States and Canada to a conference, which was held, as above stated, in the city of New York, October 23, 1895. But aside from the unanimous expression of opinion that uniformity was desirable, and had been for years recognized by carriers as necessary, little was accomplished. The committee reported certain resolutions to their next convention of railroad commissioners, which were adopted, recommending that the railroad companies prepare a uniform classification, failing which within reasonable time that the necessary legislation should be asked of Congress, requiring the Interstate Commerce Commission to prepare and enforce such classification. Such a bill was favorably reported by the Senate Committee on Interstate Commerce in 1896, and a similar measure having been introduced in the present Congress, where it is now pending, the convention of railroad commissioners, at their last annual meeting held at St. Louis in May, 1897, recommended its passage.

In the discussion of the difficulties attending the arrangement of any common classification of articles of freight, which will be satisfactory and adaptable to the whole country, it has long been customary to speak of the six thousand articles to be arranged, just as the customs tariff is said to cover four thousand rates. These numbers mean little or nothing, as everything offered for transportation must necessarily bear some rate; the actual number, therefore, is nearer millions than thousands. In the classifications submitted to the board of trade in Great Britain, under the railway and canal traffic act of 1888, there were less than two thousand articles. These schedules were rejected by the board of trade, who submitted to Parliament, and had confirmed, classifications of their own with nearly two thousand five hundred items.

The classifications now in use in this country, embracing from five thousand to seven thousand items, get their increase largely from repetitions. For example, acids in both the official and western classifications occurs five times in as many different classes, depending on the method of shipment, as in glass, carboys, iron drums, or tank cars.

The official classification contains nominally six classes; the Western ten, and the Southern twelve. The uniform classification which was recommended by the joint committee contained eleven; the classification of the roads of Great Britain contains eight. These numbers, however, are somewhat misleading, for there are actually more classes than these in each system. For instance, the proposed uniform classification, while nominally containing only eleven classes, has in reality several more; since for rates on shipments of less than carloads it has not only the first five classes, but in addition thereto has one and one-half, double, two and a half, three and four times first class; and these are practically as distinct classes as the others, making in reality ten classes for less than carload lots, while for carload lots the eleven numbered classes are used.

To establish theoretical and to some extent arbitrary classes, whether they number six or twenty-five, and to thereby provide rates for all articles which will yield the necessary revenues for the carriers, do full justice to local interests and the whole country, and satisfy the reasonable demands of shippers everywhere, is a task of great magnitude and presents many obvious and serious difficulties. It is scarcely to be wondered that railway officials, while generally admitting the necessity of a uniform classification, have shrunk from the effort to accomplish it, and been content to endure the embarrassments, confusion, and injustice resulting from diverse systems. In the nature of the case there must be concessions and compromises, for it would be too much to expect that such a change in transportation methods could be effected without some friction and some losses.

But these difficulties are not insurmountable to men of long experience in work of this sort, and it is believed that the great mass of freight articles could be fairly grouped by them in a single classification. They would take into account whether commodities were crude, rough, or finished; liquid or dry; knocked down or set up; loose or in bulk, nested or in boxes, or otherwise packed; if vegetables, whether green or dry, desiccated or evaporated; the market value and shippers' representations as to their character; the cost of service, length and direction of haul; the season and manner of shipment; the space occupied and weight; whether in carload or less than carload lots; the volume of annual shipments to be calculated on; the sort of car required, whether flat, gondola, box, tank, or special; whether ice or heat must be furnished; the speed of trains necessary for perishable or otherwise rush goods; the risk of handling, either to the goods themselves or other property; the weights, actual and estimated; the carrier's risk or owner's release from damage or loss. All these circumstances, bewildering as they appear to a layman, are comparatively simple to the expert; and the considerations which have retarded the adoption of a uniform classification have had little to do with difficulties of this description.

To illustrate the necessity for unity and the confusion arising from its absence, take at random half a dozen articles bearing the same rate in one of the classifications, and follow them through the other classifications. Of course, since the number of classes is different in the three classifications, it would hardly be expected that those articles would be found in the same classes in each, but there are such wide differences in many cases as to lead one to doubt whether present classifications are not more the result of chance than of system. For instance, excelsior, spring beds (K. D.), sawdust, and leather belting are all in the second class of the official classification, when shipped in less than carload lots. In the western only the belting and beds are second class, excelsior is third, and sawdust fourth; while in the southern beds are first class, belting second class, excelsior fifth class, and sawdust sixth.

As the classifications are now operated, the official covers principally the territory north of the Potomac and Ohio rivers and west to a line from Chicago to St. Louis and Cairo. The southern classification is in use in the territory south of the Ohio and Potomac and east of the Mississippi, while the western classification practically covers the balance of the United States. The Illinois State classification affects interstate traffic slightly along the southern border of Wisconsin, where some rates are based on those from Chicago to Illinois points.

Since the passage of the interstate-commerce law, no practical advance has been made toward unification, except as the result of the absorption of sundry lines having independent classifications by those using the three principal classifications above named. As the situation stands at present, it would seem that the objections of certain associations, or the roads composing them, which now prevent consolidation, are based upon the resultant wiping out of existing breaking points for rate making at the boundary crossings of adjoining associations. The apprehension is that, if these boundaries are wiped out, through rates will yield much less revenue than under the prevailing system, and that rate wars in one section might extend over the whole country, whereas under present conditions such wars are generally confined to the territories in which they originate.

Some roads also are said to object on account of the wide difference between carload and less than carload rates allowed in other classifications than their own, while other roads and associations apparently fear that under any new arrangement they would not retain the authority and influence to which they claim to be entitled by reason of the volume of their business. If these are all the objections, and they cover substantially everything which has reached the public, it would seem that there must be some practicable method of overcoming the difficulty.

It is evident that the carriers themselves, by mutual concessions and through voluntary and harmonious action, can accomplish this reform with much less loss, embarrassment, and friction than will presumably

result if Congress or some delegated tribunal establishes a classification for them, though a method similar to the latter has apparently worked well in Great Britain. There the roads were required to file their classifications and schedules of maximum rates with the board of trade for approval. They complied with this requirement, but the board declined to approve the classifications and schedules submitted, and sent to the roads arrangements and rates of their own, against which the carriers protested, on the ground that they would lose thousands of pounds by their adoption. But the classifications of the board of trade were submitted to Parliament and approved by that body, so that practically the English roads had nothing to do with making the classifications now in use in that country. As a matter of fact, the board of trade was conservative and attempted nothing revolutionary. They were mindful of the interests of the carriers and even of their convenience, as shown by the selection of eight classes as the basis of the scheme they recommended, not because eight was better than some other number, but simply because—having been previously in use—it was better understood.

The roads of the United States are in no danger from any tribunal to which Congress may delegate the authority to consolidate the classifications. Certainly no disposition has ever been manifested by this Commission to interfere with or even unduly hasten the work of unification.

Many of the complaints before the Commission are based upon discriminations and injustices arising from the different classifications in use in the United States. Whenever the Commission has referred to this subject in its decisions of cases formally heard, while always urging action upon the railroads as the proper source of any scheme of consolidation, it has always declined in those proceedings to interfere with the existing classifications. In the case of *John H. Martin v. The Southern Pacific and others* (2 I. C. C., 1), decided May 17, 1888, the Commission said:

Believing that an effort is being made in good faith to reduce the local tariffs of the transcontinental lines, to simplify and combine the classifications in use upon through and local business in accordance with the requirements of the law and the views of the Commission, it is considered best to leave the matter for the present in the hands of the carriers, and allow an opportunity for them to complete the work in which they are engaged.

In the matter of the tariffs and classifications of the Atlanta and West Point and twenty-seven other railroad companies, March 30, 1889 (3 I. C. C., 19), the Commission again said:

This subject is now under consideration by a standing committee on uniform classification, organized by selection from the railroads and associations in all parts of the United States, which is working in the direction of uniformity throughout the entire country with, as is represented, a reasonable prospect of success. Whatever may be the outcome of this effort, lines now using cumbrous and detailed exception sheets may and should at once enter upon the work of reducing them to that direct and simple form which the Commission has so often recommended.

And in the case of *James McMillan & Co. v. The Western Classification Committee*, November 7, 1890 (4 I. C. C., 276), the Commission said that its opinion had been delayed by a number of controlling causes, "chiefly such as have related to the work of uniform classification, then and since that time progressing in the work of a committee representing all the carriers of the country engaged in interstate commerce, whose report on this subject is now and for some time past has been undergoing the consideration of these carriers, and pending which the Commission has considered that no good results could be accomplished either for the public or for the petitioners by inaugurating an investigation by the Commission of its own motion under the twelfth section of the statute in regard to the matters involved in this complaint."

If the roads at this time manifested any disposition to prepare and adopt a single system, as the Senate committee believed more than ten years ago and as the Commission for several years continued to hope they would do, the Commission would now, as then, insist that voluntary action by the carriers is so far preferable to an arrangement forced on them by authority, that to secure such action the greatest indulgence and encouragement should be extended. But since nothing has been done by them in this direction for more than a half dozen years, since nothing is now being done or attempted, and it is evident that there is not likely to be any effort on their part to accomplish this reform, it becomes the duty of the Commission to impress upon Congress the gravity of the situation, to point out the apparent indifference of the carriers generally to the reiterated requests of the public, the Congress, and the Commission, and to emphasize the necessity for a single classification as the basis for equal rates.

That the present diversity results in many discriminations and losses can not be doubted, and there is no single step that may be taken by the carriers which will go so far to secure the establishment of stable rates as the adoption of a single and comparatively fixed classification. It would take out of the hands of importunate shippers and irresponsible railroad agents the power of interfering with rates, as they now too frequently do, to the disturbance of trade, the detriment of other shippers, the demoralization of carriers, and the serious loss of stockholders.

These considerations of the necessity for reform in this regard, the universal demand for a uniform classification, the ten years of appeal to the carriers, by the Commission and by Congress, to adopt a consolidated and single system for the whole country, the "representations" by the carriers themselves, their former efforts to that end, the energy at one time displayed by them, and the apparent apathy that marks their attitude toward the subject to-day, all lead the Commission to the renewed recommendation that Congress provide for such uniformity by prompt and appropriate legislation. Carriers subject to the act should be required within a specified time, not longer than one year, to pre-

pare, publish, and file with the Commission a uniform classification of freight as the basis of rates for the transportation of property in the United States; and the Commission should be authorized and directed, upon investigation from time to time, to make such amendments as may appear to be reasonable and necessary. In case the railroads refuse or neglect within the time specified to comply with this direction, the Commission should be authorized and required to prepare such classification, the adoption of which by all carriers subject to regulation shall be made compulsory by suitable penalty. In view of the continued non-action of the carriers, and the action already had in Congress, it might be the wiser course to pass the bill now pending in the Senate.

THROUGH ROUTES AND THROUGH RATES.

In each of our annual reports from 1888—the year after the Commission was organized—until the present time we have recommended amendment of the third section of the act to regulate commerce by providing a remedy or mode of procedure for the enforcement, in proper cases, of through routes and through rates over connecting lines of carriers. (Second Annual Report, pp. 70–71; Third, *ib.*, p. 107; Fourth, *ib.*, pp. 65–66; Fifth, *ib.*, p. 68; Sixth, *ib.*, p. 74; Seventh, *ib.*, pp. 42, 43, 78; Eighth, *ib.*, pp. 54–60, 78; Ninth, *ib.*, p. 111; Tenth, *ib.*, p. 116.)

We again urgently recommend such amendment because its importance is more and more deeply impressed upon us by frequent complaints of the denial, *both to carriers and to shippers*, of the reasonable, and from a commercial standpoint often necessary, facilities of through routing and through rating.

In a case recently presented to and passed upon by the Commission (The New York, New Haven and Hartford Railroad Company *v.* New York and New England Railroad Company), elsewhere referred to in this report, the necessity for a process compelling through routes and through rates was strikingly illustrated. In this case it was shown that the only available route for the shipment of coal from Newburg, N. Y., to certain points in the State of Connecticut was over the road of the New York and New England Railroad Company to Waterbury, New Britain, Hartford, and Willimantic, and thence over the road of the New York, New Haven and Hartford Railroad Company. The only rate which could be made from Newburg to the points of destination in Connecticut on the road of the latter company, in the absence of a joint through rate *agreed to* by the two companies, was the sum of the local rates of those companies. The uncontradicted testimony showed that coal could not be shipped from Newburg to the points of destination in Connecticut under rates as high as the combination of the separate local rates of the carriers, that such combination rates would be prohibitory, and that coal could only be shipped over the routes named under rates less than the sum of the local rates.

The New York and New England Railroad Company was willing to

make, and in fact had made, through rates under which the shipment could be made by *reducing its own local rates* to points of junction with the road of the New York, New Haven and Hartford Railroad Company, and adding these reduced rates on its own line to the full local rates on the lines of the latter company. This was objected to by the New York, New Haven and Hartford Railroad Company on the ground substantially that such through routing and through rating would, by making *competition* practicable, injure its business in transporting coal from Jersey City wholly over its line to the same points of destination in Connecticut—the haul over its line from Jersey City being much longer than would be its haul from points of junction with the New York and New England Railroad on coal from Newburg. The Commission, under the law as it now stands, was compelled to declare unlawful the through rates so made by the New York and New England Railroad Company, and to hold that the only through rates which could be made, in the absence of an express agreement between the companies, were combinations of their full local rates. In such a case a *carrier*, situated as was the New York and New England Railroad Company, is deprived of the traffic, and *shippers*, like the coal dealers at Newburg and the mine operators who supply them, are cut off from a market by being debarred from the only available route thereto, while the carrier *objecting* secures a *monopoly* of the traffic.

In the case before the Commission of the Little Rock and Memphis Railroad Company *v.* The East Tennessee, Virginia and Georgia Railroad Company *et al.* (3 I. C. C. R., 1) it appeared that the road of the Little Rock and Memphis Railroad Company from Memphis to Little Rock was shorter than that of its rival between those points, and afforded a reasonable route for the traffic in question, and that the maintenance of a through route via Memphis to Little Rock over the road of the Little Rock and Memphis Railroad was not only in the interest of the Little Rock and Memphis Railroad Company, but also *in the interest of the public*. It was said by the Commission in its report in that case:

The facts in this case clearly develop the importance * * * of some amendment which shall provide a mode of procedure for carrying into effect the establishment of through routes and through rates and the equitable apportionment of the rates established in cases where the refusal of such routes and rates works an unlawful preference. As the statute now stands, there is no way apparent in which practical relief can be afforded to the complainant (The Little Rock and Memphis Company) without authority to provide for the necessary divisions being conferred either upon the Commission, the courts, or some other tribunal.

These instances are illustrative of many others constantly brought to our attention. It is easy to perceive that they work great hardship and often result in gross discriminations against carriers, shippers, and consumers. Justice to a railroad does not require that it be allowed to confine consumers at its local stations to particular markets of supply in order that it may have the benefit of the longest possible haul on

every shipment. A carrier ought not to be permitted to refuse ordinary and reasonable facilities in receiving and forwarding freight brought to it by connecting lines, nor to unjustly discriminate by affording such facilities to one connection and refusing them to another, particularly when its connections offer to make all the concessions necessary to the formation of a through rate less than the sum of the locals of the several roads, leaving to such carrier its full established local as its share of such through rate. The extensive abuse which may be made of the discretion of carriers in the matter of affording or refusing these facilities has been illustrated in some of the association agreements.

Prior to the decision of the Supreme Court, rendered March 22, 1897, in the case of *The United States v. The Trans-Missouri Freight Association* (166 U. S., p. 290), agreements were openly made by many competing carriers with each other to deny these facilities to connecting carriers and those desiring to ship over their lines for the express purpose of enforcing compliance with the agreements of the contracting carriers, fixing rates, and controlling the division and movement of freight. In our report to the Congress for 1893 this practice and its discriminating and otherwise injurious effects were pointed out. (See 7th Annual Report of I. C. C., p. 39.) In that report, a part of the then agreement of the Southern Railway and Steamship Association was set forth as follows:

SEC. 2. For the mutual protection of the various interests, and for the purpose of securing the greatest amount of net revenue to all the companies parties to this agreement, it is agreed that what are termed Western lines shall protect the revenue derived from transportation to what are known as Eastern lines, under the rates as fixed by the association, so far as can be done by the exaction of local rates, and that Eastern lines shall in like manner protect like revenue of Western lines.

SEC. 3. That a line from Buffalo through Salamanca, Pittsburg, Wheeling, and Parkersburg to Huntington, W. Va., be made the dividing line between Eastern and Western lines for the territory hereinafter outlined. That the Western lines shall not make joint rates from points east of that line for any points east of a line drawn from Chattanooga through Birmingham, Selma, and Montgomery to Pensacola.

SEC. 4. The Eastern lines, including the Richmond and Danville Railroad via Strasburg, or points east of Strasburg, and the East Tennessee, Virginia and Georgia Railway via Bristol, shall not make joint rates on traffic from points west of that line (Buffalo, etc.) to any points on or west of a line drawn from Chattanooga through Athens, Augusta, and Macon to Live Oak, Fla.

SEC. 5. The traffic from Buffalo through Salamanca, Pittsburg, Wheeling, and Parkersburg to Huntington, W. Va., and points on that line to the east of Chattanooga, Calera, and Selma shall be carried by either the Western or Eastern lines only at such rates as may be agreed upon.

SEC. 6. It is understood that the Eastern and Western lines will cooperate in the enforcement of the third and fourth sections of this second article.

Attention was then also called to the fact that while through rates less than the sums of the locals were established over through routes by connecting lines between Eastern and Southern points, nevertheless, as a rule, with some exceptions, through routes were not established between Western and Southern points, and that the through rates

between the latter were combinations of the rates to and beyond the Ohio River crossings. In view of this method of adding up local or separate rates to make the through rate from one territory and not from another to common points of destination, it is not difficult to see the effectiveness of the rules of the association of competing carriers, above quoted, in carrying out their agreement as to fixing and keeping up rates and dividing freight, such as was held by the court in the case above mentioned to be in violation of the statute known as the Anti-Trust Law.

The power to withhold from through routing, and the agreement of all the competing carriers of the association to exact full locals of connections not conforming to its agreed divisions of business, were of course adequate to control the movement of traffic included within the agreement, so long as the published rates were adhered to. While the provisions of the association agreement before quoted are not found in the agreement of the Southeastern Freight Association, which, after the decision of the Supreme Court above referred to, was organized and took the place of the first-named association, the general rate situation and conditions remain, and we have no reason to believe that the practices of the carriers in respect thereto have been materially altered.

In paragraph 2 of section 3 of the act to regulate commerce, carriers are required to "afford all reasonable, proper, and equal *facilities* for the interchange of traffic between their respective lines, and for the receiving, forwarding, and delivering of passengers and property to and from their several lines and those connecting therewith." It was held by the Commission in one of the above cases (3 I. C. C. R., 1) that among the "facilities" contemplated are not only through routes, but also through rates, and that the latter "become reasonable and proper when they are demanded in the interest of the public and when the route in itself is fairly reasonable." While this was the manifest intent of Congress, it was further held that it could not be carried into effect, because the law did not go further and provide a mode of procedure for the enforcement of the right thus given when denied by one carrier to another. The result is that, in respect of through routing and through rating, this important provision of the law is practically inoperative.

This provision of our statute is substantially contained in the English railway and canal traffic acts of 1854 and 1873. The act of 1854, like our law, did not provide a mode of procedure for enforcing through routes and reasonable through rates; but, *the necessity therefor having become apparent*, the act of 1873 made such provision in cases where it was requested *by a carrier*. By the subsequent act of 1888, Parliament extended the remedy to *shippers* "interested in through traffic." In our second and fourth annual reports an amendment was formulated embodying the provisions of the English statute, but limiting the remedy to a carrier requesting it. Our subsequent experience has led us to the conclusion that the remedy should be extended to *shippers* as well as *carriers*, as was done under the English act of 1888.

We are convinced by practical experience in administering the law that an amendment such as is above indicated is demanded in the interest of both carriers and shippers.

One of the leading objects of the act to regulate commerce, as indicated particularly by the provisions of the second paragraph of section 3 and by the provisions of section 7, is to promote the uninterrupted flow of commerce through natural or proper channels and to destroy or render impossible monopolies in transportation. Nothing will be more conducive to this end than the securing to both carriers and shippers in proper cases the right of through routes and reasonable through rates. The denial of this right restrains commerce, prevents fair competition, and promotes monopoly, as was illustrated in the two cases to which we have referred. Congress doubtless had this in mind in enacting the provisions of the second paragraph of section 3 and the provisions of section 7 of the act. The will of Congress is, however, defeated under the present *incomplete* state of the law, and both carriers and the public are suffering in consequence.

STATISTICS OF RAILWAYS.

FINAL REPORT FOR THE YEAR ENDING JUNE 30, 1896.

The report of the statistician to the Commission for the year ending June 30, 1896, contained in Appendix D, was submitted to the Commission on June 30, 1897.

In accordance with the established custom, the statistics of railways compiled in this report are presented for the United States as a whole, and also for the ten territorial groups into which the country is divided for the purpose of localizing statistics. These groups may be roughly described as follows:

Group I.—This group embraces the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut.

Group II.—This group embraces the States of New York, Pennsylvania, New Jersey, Delaware, and Maryland, exclusive of that portion of New York and Pennsylvania lying west of a line drawn from Buffalo to Pittsburg via Salamanca, and inclusive of that portion of West Virginia lying north of a line drawn from Parkersburg east to the boundary of Maryland.

Group III.—This group embraces the States of Ohio, Indiana, the southern peninsula of Michigan, and that portion of the States of New York and Pennsylvania lying west of a line drawn from Buffalo to Pittsburg via Salamanca.

Group IV.—This group embraces the States of Virginia, North Carolina, South Carolina, and that portion of the State of West Virginia lying south of a line drawn east from Parkersburg to the boundary of Maryland.

Group V.—This group embraces the States of Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida, and that portion of Louisiana east of the Mississippi River.

Group VI.—This group embraces the States of Illinois, Wisconsin, Iowa, Minnesota, the northern peninsula of the State of Michigan, and that portion of the States of North Dakota, South Dakota, and Missouri lying east of the Missouri River.

Group VII.—This group embraces the States of Montana, Wyoming, Nebraska, that portion of North Dakota and South Dakota lying west of the Missouri River,

and that portion of the State of Colorado lying north of a line drawn east and west through Denver.

Group VIII.—This group embraces the States of Kansas, Arkansas, that portion of the State of Missouri lying south of the Missouri River, that portion of the State of Colorado lying south of a line drawn east and west through Denver, that portion of the State of Texas lying west of Oklahoma, and the Territories of Oklahoma, Indian Territory, and the portion of New Mexico lying northeast of Santa Fe.

Group IX.—This group embraces the State of Louisiana, exclusive of the portion lying east of the Mississippi River, the State of Texas, exclusive of that portion lying west of Oklahoma, and the portion of New Mexico lying southeast of Santa Fe.

Group X.—This group embraces the States of California, Nevada, Oregon, Idaho, Utah, Washington, the Territory of Arizona, and that portion of the Territory of New Mexico lying southwest of Santa Fe.

Some of the many detailed figures embraced in the statistician's report are here given:

MILEAGE.

The total railway mileage in the United States on June 30, 1896, was 182,776.63 miles, there being an increase of 2,119.16 miles, or 1.17 per cent, during the year. California shows an increase of 202.05 miles; Florida, 125.84 miles; Georgia, 233.77 miles; Louisiana, 130.17 miles; Michigan, 140.53 miles; Minnesota, 110.43 miles; Ohio, 111.06 miles; Pennsylvania, 168.18 miles; Texas, 144.79 miles; Wisconsin, 115.25 miles, and Indian Territory, 181.66 miles. The increase in mileage in the other States and Territories in which an increase has occurred is less than 100 miles. The aggregate length of railway mileage, including all tracks, on June 30, 1896, was 240,129.12 miles, the increase being 3,234.86 miles. The length of second track was 10,685.16 miles; of third track, 990.45 miles; of fourth track, 764.15 miles. The mileage of yard track and sidings was 44,912.73 miles.

CLASSIFICATION OF RAILWAYS.

The number of railway corporations on June 30, 1896, was 1,985. Of this number, 1,008 maintained operating accounts, 782 being classed as independent operating roads, and 226 as subsidiary operating roads. Of the roads operated under lease or other agreement, 324 received a fixed money rental, and 192 a contingent money rental; 262 roads were assigned for operation under forms of agreement not easily classifiable.

The operated mileage affected by reorganization and other corporate changes during the year ending June 30, 1896, was 13,271.31 miles, of which 11,734.85 miles pertained to reorganized roads.

EQUIPMENT.

The total number of locomotives in service on June 30, 1896, was 35,950, or 251 more than on the same date of the preceding year. Of this number, 9,943 were passenger locomotives, 20,351 were freight locomotives, 5,161 were switching locomotives, and 495 were unclassified. The number of cars of all classes in service was 1,297,649, indicating an increase of 27,088 cars during the year ending June 30, 1896. The

number of cars assigned to the freight service increased 25,768, being 1,221,887. The statistician's office has no record of the number of cars owned by private companies and individuals that are used by railways in the transportation of freight.

From summaries in the report indicating the density of equipment and its efficiency in the transportation of passengers and freight, it appears that the railways in the United States employ 20 locomotives and 713 cars per 100 miles of line. Referring to the country at large, it is shown that 51,471 passengers were carried and 1,312,381 passenger-miles accomplished per passenger locomotive. It is also shown that 37,634 tons of freight were carried and 4,684,210 ton-miles accomplished per freight locomotive. The number of passenger cars per 1,000,000 passengers carried during the year ending June 30, 1896, was 64, and the number of freight cars per 1,000,000 tons of freight carried was 1,595. This average, however, does not include the freight cars owned by outside parties, for the use of which the railways paid nearly \$12,000,000. The total of equipment, including in the term locomotives and cars, on June 30, 1896, was 1,333,599. Of this number, 448,854 were fitted with train brakes and 545,583 with automatic couplers. The increase in equipment during the year was 27,339 locomotives and cars, and while the increase in the number fitted with train brakes was 86,356 and the increase in the number fitted with automatic couplers was 136,727, the comparison shows that much remained to be done before the total equipment of railways would be furnished with the automatic appliances mentioned.

On June 30, 1896, the total number of passenger locomotives in service was 9,943. Of this number 9,816 were fitted with train brakes and 4,503 with automatic couplers. The total number of freight locomotives was 20,351, of which 17,921 were fitted with train brakes and 3,373 with automatic couplers.

The total number of passenger cars in service on June 30, 1896, was 33,003. Of these cars 32,413 were fitted with train brakes and 31,846 with automatic couplers. The total number of cars in freight service on the date named was 1,221,887, of which 379,058 were fitted with train brakes and 500,233 with automatic couplers.

EMPLOYEES.

The number of men employed by the railways of the United States on June 30, 1896, shows an increase of 41,586, being 826,620, which, assigned on a mileage basis, gives 454 men per 100 miles of line. The corresponding figures for the year ending June 30, 1893, were 873,602 and 515. The assignment of employees corresponding to the four main divisions of the classification of operating expenses were as follows: General administration, 31,792; maintenance of way and structures, 243,627; maintenance of equipment, 167,850; conducting transportation, 373,747; unclassified, 9,609.

A summary presented in the report gives a statement of the average daily compensation of the eighteen classes into which employees are divided for the years 1892 to 1896, inclusive.

For the first time, a summary showing the amount of compensation paid to the several classes of railway employees is presented in this report. It includes the compensation of over 99 per cent of the employees for 1895 and 1896. The aggregate amount of money paid in wages and salaries, as shown in the summary, for the year ending June 30, 1896, was \$468,824,531, or 60.65 per cent of the total operating expenses of railways. The aggregate compensation for 1895 was \$445,508,261, or 61.38 per cent of the total operating expenses.

CAPITALIZATION AND VALUATION OF RAILWAY PROPERTY.

The amount of railway capital on June 30, 1896, was \$10,566,865,771, which, assigned on a mileage basis, shows a capital of \$59,610 per mile of line. It should be noted, however, that these figures do not include current liabilities, which, if included as a part of capital, as in former years, would increase the amount of outstanding capital about \$613,000,000, making the amount per mile of line \$63,068. The amount of capital stock was \$5,226,527,269, of which \$4,256,570,577 was common stock and \$969,956,692 preferred stock. The funded debt was \$5,340,338,502, consisting of bonds, \$4,517,872,063; miscellaneous obligations, \$457,735,531; income bonds, \$314,425,977, and equipment trust obligations, \$50,304,931. The amount of stock paying no dividend was \$3,667,503,194, or 70.17 per cent of the total outstanding. The amount of funded debt, not including equipment trust obligations, which paid no interest, was \$860,559,442. Of the stock-paying dividends, 1.68 per cent of the total stock outstanding paid from 3 to 4 per cent; 5.55 per cent of this stock paid from 4 to 5 per cent; 6.82 per cent paid from 5 to 6 per cent; 3.91 per cent paid from 6 to 7 per cent; and 4.37 per cent paid from 7 to 8 per cent. The total amount of dividends was \$87,603,371, which would be produced by an average of 5.62 per cent on the amount of stock on which some dividend was declared. The amount of bonds paying no interest was \$515,029,668, or 11.40 per cent; of miscellaneous obligations, \$68,918,680, or 15.05 per cent, and of income bonds, \$276,611,094, or 87.96 per cent.

PUBLIC SERVICE OF RAILWAYS.

The number of passengers carried during the year ending June 30, 1896, was 511,772,737, being an increase of 4,351,375 as compared with the year ending June 30, 1895. That year, however, showed a decrease of 33,266,837 as compared with 1894. The number of passengers carried 1 mile during the year was 13,049,007,233, showing an increase as compared with the previous year of 860,560,962. For the year 1895 as compared with 1894 a decrease of 2,100,999,622 was shown in this

item. The number of passengers carried 1 mile, assigned on the basis of operated mileage—that is, the figure indicating the density of passenger traffic during the year ending June 30, 1896—was 71,705, an increase of 3,133 in this item being shown. The corresponding decrease, as shown by the report of 1895, was 12,761. The number of tons of freight carried during the year under consideration was 765,891,385. This is the largest tonnage ever reported for railways in the United States. The increase during the year was 69,130,214. The number of tons of freight carried 1 mile was 95,328,360,278, there being an increase of 10,100,844,387. The density of freight traffic is shown by the number of tons of freight carried 1 mile per mile of line operated, which was 523,832. These figures, as compared with those of the preceding year, show an increase of 44,342 ton-miles per mile of line.

EARNINGS AND EXPENSES.

The gross earnings of the railways of the United States for the year ending June 30, 1896, were \$1,150,169,376, having increased in comparison with the previous year \$74,797,914. The sources of the income comprised in gross earnings from operation during the year were: Passenger revenue, \$266,562,533; increase, \$14,316,353; mail, \$32,379,819; increase, \$1,410,073; express, \$24,880,383; increase, \$595,875; other earnings, passenger service, \$6,691,279; increase, \$576,493; freight revenue, \$786,615,837; increase, \$56,622,375; other earnings, freight service, \$3,885,890; decrease, \$254,960; other earnings from operation, \$28,574,237; increase, \$1,485,250; unclassified, \$579,398. The expenses of operation for the year covered by the report were \$772,989,044, being greater by \$47,268,629 than the preceding year. The operating expenses were assigned as follows: Maintenance of way and structures, \$160,344,950; increase, \$16,368,606; maintenance of equipment, \$133,381,998; increase, \$19,593,289; conducting transportation, \$442,217,582; increase, \$11,068,619; general expenses, \$36,083,285; increase, \$176,268; unclassified, \$961,229. A comparative summary giving a detailed analysis of operating expenses for 1896 and 1895 appears in the report.

The income from operation—that is, the amount of gross earnings remaining after the deduction of operating expenses—was \$377,180,332, which exceeds the corresponding item for 1895 by \$27,529,285. The income from other sources, mainly from leases and investments, was \$129,024,731, which, added to the income from operation, makes a total income of \$506,205,063. The total deductions from income were \$416,573,137, so that the net income out of which dividends and surplus were declared was \$89,631,926. This amount is \$33,515,667 larger than the corresponding one for the previous year. The dividends declared were \$87,603,371, leaving a surplus of \$1,534,169 after the satisfaction of adjustment claims amounting to \$494,386. This small amount of surplus, however, shows an improvement, since the results

of railway operations during the years 1895 and 1894 showed deficits of \$29,845,241 and \$45,851,294, respectively.

An analysis of the total deductions from income, \$416,573,137, shows that they were composed of the following items: Salaries and maintenance of organization, \$545,468; interest on funded debt, \$249,624,177; interest on interest-bearing current liabilities, \$8,469,063; rents paid for lease of road, \$92,972,322; taxes, \$39,970,791; permanent improvements, \$5,162,240; other deductions, \$19,829,076.

RAILWAY ACCIDENTS.

The statistics submitted show that the number of railway employees killed during the year ending June 30, 1896, was 1,861, and the number injured was 29,969. These figures indicate an increase of 50 in the number killed and of 4,273 in the number injured, as compared with the preceding year. The number of passengers killed was 181, and the number of passengers injured, 2,873, being an increase of 11 in the number killed and of 498 in the number injured. The number of persons other than employees and passengers killed was 4,406, and the number injured 5,845. These figures include casualties to persons reported as trespassers, of whom 3,811 were killed and 4,468 were injured. From summaries showing the ratio of casualties it is found that for every 444 men employed on railways 1 was killed, and for every 28 men employed 1 was injured. A similar comparison as to trainmen shows that 1 trainman was killed for each 152 trainmen employed, and that 1 trainman was injured for each 10 trainmen employed. The number of passengers carried for 1 passenger killed was 2,827,474, and the number of passengers carried for 1 passenger injured was 178,132. As showing in another way the immunity of passengers from accidents, the report gives ratios based upon the number of miles traveled, from which it appears that 72,093,963 passenger-miles were accomplished for every passenger killed and 4,541,945 passenger-miles for every passenger injured.

STATISTICIAN'S RECOMMENDATIONS.

In the conclusion of his report the statistician repeats the recommendations contained in previous reports, to the effect that reports should be secured from express companies engaged in interstate traffic; that reports should be secured from corporations and companies owning rolling stock which is used in interstate traffic, and special reports from corporations and companies owning depot property, elevators, and the like, and that reports should be secured from carriers by water, so far as their business is interstate traffic.

The report closes with extracts from recommendations adopted at the National Convention of Railroad Commissioners, held at St. Louis in May last, in support of the proposition to establish a bureau of statistics and accounts in connection with the Interstate Commerce Commis-

sion, a statement of reasons in favor of which appeared in the ninth annual report of the Commission. Among the points which in the view of the national convention should be embodied in a law are the following:

First, it should provide for the appointment of railroad examiners by the Interstate Commerce Commission, and so define the duties of said examiners as to insure the keeping of the books of corporations subject to the act to regulate commerce according to the principles and rules laid down by the Commission.

Second, it should prescribe that annual and monthly reports should be filed with the Interstate Commerce Commission, which reports should be passed upon by the examiners, and in case of discovery of abuses, such use should be made of the reports as may lead to appropriate legal remedies.

Third, it should provide for the establishment of a bureau of statistics and accounts, under the direction of and in connection with the Interstate Commerce Commission; and give to the Commission the right to promulgate through this bureau rules and regulations according to which accounts should be kept by the corporations subject to the act, to the end that the last clause of the twentieth section of the act to regulate commerce may be made effective.

INCOME AND EXPENDITURES OF RAILWAYS FOR THE YEAR ENDING JUNE 30, 1897.

The preliminary report on the income accounts of railways in the United States for the year ending June 30, 1897, prepared in the statistician's office and contained in Appendix E, serves to show in a concise manner the results of the operations of the railways for the last fiscal year. It should be observed that the figures in this report are compiled from the annual reports of operating railways for the year, which were filed between July 1 and November 30, and since the figures have been taken as returned, for the most part without examination or revision, they may in some cases differ somewhat from the final figures which will be accepted for the complete report of railway statistics for the year. This qualification, however, should not materially affect the summarized results which are derived from this advance report, which presents in tabular form the principal items of the income accounts of 743 railways, representing an operated mileage on June 30, 1897, of 180,027.65 miles, or about 97 per cent of the operated mileage in the United States.

The total gross earnings of the mileage given for the year ending June 30, 1897, were \$1,116,613,254, of which \$314,859,516 were from passenger service and \$773,598,253 were from freight service. The operating expenses for the same period were \$747,562,398, leaving the net earnings \$369,050,856. In addition to this last amount the railways received \$34,166.656 as income from sources other than opera-

tion, chiefly from investments, making their total income \$403,217,512. The total deductions from income, embracing in the phrase interest on funded debt, rents for leased lines, taxes (which amounted to \$40,979,933), and other charges against income, were \$347,339,332. The dividends declared by the companies covered by the report aggregated \$57,290,579. The combination of the foregoing figures results in showing a deficit from operation of \$1,412,399 for the year ending June 30, 1897.

It should be noted that the amount of dividends stated does not represent the total amount of dividends declared by all of the railway companies, since this preliminary report does not include returns for any lines operated under lease or other agreement, for which only financial accounts are maintained. The total amount of dividends declared for the year ending June 30, 1896, including those of subsidiary lines, was \$87,603,371, the dividends of the operating lines being substantially the same for the two years.

For the purpose of comparison, the items of operation are reduced to a mileage basis. It thus appears that the earnings from passenger service were \$1,749 per mile of line operated. The corresponding average for the year ending June 30, 1896, was \$1,816 per mile of line. The earnings from freight service were \$4,297 per mile of line, showing a decrease of \$47, as compared with the previous year. The other earnings from operation, including unclassified earnings, amounted to \$156 per mile of line. It follows, therefore, that the total gross earnings from operation of the railways, as a whole, reduced to a mileage basis, averaged \$6,202 per mile of line, showing a decrease of \$118, as compared with the year ending June 30, 1896, for which the average was \$6,320 per mile of line. The operating expenses also show a decrease, being \$96 less per mile of line than for the preceding year, when they were \$4,248 per mile of line. The income from operation—that is, the amount of gross earnings remaining after the deduction of operating expenses—was \$2,050 per mile of line. The corresponding figures for the fiscal year ending June 30, 1896, were \$2,072 per mile of line, or \$22 greater.

The data in the preliminary report are presented in the same form as last year for the United States as a whole, and also for ten territorial groups into which the country is divided, in order that the statistics may be localized to a considerable extent.

DIFFICULTY IN OBTAINING STATISTICAL REPORTS.

Attention is once more called to the difficulty in obtaining statistical reports from railroad companies. The delay which attends the issuing of its volume of statistics by the Commission is severely criticised, and that criticism would be just if the information out of which the volume is compiled could be seasonably obtained. From the very nature of the case a large part of the work in the preparation of that compila-

tion can not be undertaken until the reports are all in. The requirement now is that these reports shall be filed by September 15, for the year ending the previous June 30, and most of the larger companies file their reports substantially within the time. Many of the companies do not, however, and there is no efficacious way by which they can be compelled to do so. The whole number of reports embraced in the last volume was 1,421. Of these 426 were filed on or before September 15. November 1, 306 were still outstanding, and January 1, 1897, 138 were yet to be made. The last report included in the volume was not received until May 20, 1897.

Observation and inquiry lead to the conclusion that the time for filing these reports should be extended to September 30, of each year, and that the railroads can easily make the required returns within that time, except in peculiar and unusual instances.

A report when filed is seldom complete, and much annoyance is occasioned by the failure of carriers to answer questions in explanation. All this occasions not only delay but a great amount of expense, since letter after letter is frequently written to which no reply whatever is vouchsafed.

The manifest remedy is to impose some suitable pecuniary penalty for failure to make returns within the law. Such a measure is but justice to the carriers who do report promptly, and would increase greatly the value of the work which the Commission aims to accomplish in this field.

One other suggestion should be made in connection with this section. The statute now provides that any carrier subject to the act may be required to make the necessary report. A great many of these reports must be made by railroad companies who are not now operating their own lines, and some question is made whether a company not in the operation of its line is a carrier subject to the provisions of the act. At the same time these reports, which do not refer to the operation of the road, are necessary to make the statistics when furnished in any-wise complete.

The form of the twentieth section given among the amendments at the end of this report is in accordance with these suggestions.

CONSTRUCTION, PUBLICATION, AND FILING OF TARIFFS.

The pamphlet issued by the Commission December 1, 1891, entitled "Methods of Carriers and Requirements of the Act to Regulate Commerce in the Matter of Construction, Publication, and Filing of Rate Schedules," and distributed to the traffic officials of carriers subject to the act, was intended to show clearly the irregularities and deficiencies in tariffs and rate sheets as they were filed at that time, and to indicate the changes deemed necessary to secure compliance with the law in that regard.

While there has been a marked improvement in the construction of

tariffs since the publication of this pamphlet, there are still many schedules filed which are defective in various ways, and fall far short of the requirements of the statute.

A much larger proportion of the tariffs now published and filed are regularly printed than at any previous time since the organization of the Commission. Practically the only other method at present in use is printing by typewriter, and reproduction by what is known as the "mimeograph" process. This method is used to a considerable extent in some parts of the country, especially in the South and West. While some of the tariffs made by this process are practically perfect, so far as printing is concerned, many of them are poorly printed, and in some cases so defective that it becomes necessary to return them to the carriers for more legible copies.

One of the most common defects in tariffs as now published is the failure to plainly state the places from, to, or between which the rates therein named apply. For many years it has been customary with carriers in publishing tariffs to important points, such as Chicago, Boston, New York, etc., which are also made to apply at other points taking same rates, to make them read "To Chicago and Common Points," "To Boston and Common Points," etc. In some cases the tariffs contain a list of the points taking same rates as Chicago, Boston, or New York, as the case may be, but in the majority of instances the tariffs do not contain a list of the points or make reference to any schedule in which such points may be found. Railway agents of long experience may know in each case what points are intended to be covered by the tariff, or at least where such points may be found, but such a tariff would be of little use to the general public, and probably has no legal value except as to the rates from and to the points actually named therein. During the last two years this matter has been taken up with the carriers by correspondence, and considerable improvement has resulted therefrom.

Schedules are also frequently defective on account of the vague and incomplete manner in which their application is stated, and the confusion is often intensified by the frequent modification of the tariffs by means of amendments, supplements, and advance notices to supplements, these sometimes reaching into the hundreds, so that it is often extremely difficult for even one accustomed to the use of tariffs to determine accurately the rate on a given article between given points.

The statute clearly contemplates that the posted schedules of rates, fares, and charges shall contain all necessary information, so that a shipper may determine for himself the total charges between given points. Tariffs are frequently defective in this respect. Circulars or other independent issues are often made by carriers, providing for minimum or maximum car-load weight, or other rules or regulations which affect the rates to be charged on certain traffic, but making no reference to the tariffs in connection with which they are intended to apply.

The law seems to require that each class-rate tariff shall contain the classification governing the same; but as reprinting the classification with each class tariff would be very burdensome, it has been considered a substantial compliance with the statute when the classification is posted and filed separately and proper reference made thereto on the tariffs.

Nearly all carriers, however, have exceptions to the general classification governing the tariff, which are intended to be used in connection therewith. These exceptions are usually separate issues which make no reference to the tariffs in connection with which they are intended to apply. Nor do the tariffs in most cases make reference to the exception sheets. This matter has also been made the subject of correspondence with carriers, with beneficial results.

The opinion of the Commission "In the matter of the Form and Contents of Rate Schedules, and the Authority for Making and Filing Joint Tariffs," dated September 8, 1894, among other comments relative to the publication of routes, contains the following:

For the present, however, the publication of routes will not be exacted by a definite and unqualified order, though we may rightfully expect that this information will be given in future joint tariffs, unless conditions exist which fairly excuse a relaxation of the rule.

While there has been considerable improvement in tariffs in this respect since the publication of the opinion referred to, there are many tariffs now being filed that fail to show the routes of the traffic carried thereunder, and this is often the case where there is no apparent reason for such failure.

It is believed that there are comparatively few joint tariffs issued by individual carriers that could not be so arranged as to show the routing of traffic without adding materially to the expense of the tariff.

The order of the Commission dated January 15, 1896, relative to the uniform numbering of rate schedules, among other things provides: "Schedules which cancel or amend previous issues shall in all cases refer specifically to the Interstate Commerce Commission numbers of the schedules affected thereby."

This requirement has been quite generally observed by carriers, tariffs issued since the promulgation of this order in most cases making proper reference to the tariffs canceled or amended thereby, and record made in this office accordingly, so that since the date mentioned there is little difficulty in determining what tariffs are in effect. Prior to that date, however, in a great many instances, the new tariffs did not refer specifically to the tariffs canceled or superseded thereby, and proper record of cancellation could not therefore be made, the result being that there is a large number of tariffs in the files of the Commission, issued prior to 1896, which are apparently in effect but which without doubt have long since been superseded by later issues. It is true that it is a common understanding among carriers that the last

issue applying between given points supersedes all previous issues between the same points on the same class of traffic, and possibly the failure to specifically cancel previous issues causes no inconvenience so far as their own records are concerned; but in the files of the Commission such tariffs remain permanently in the files of current tariffs and are apparently in effect. The only remedy for this condition would seem to be that the Commission issue an order or circular requiring each carrier to furnish the Commission with a list of its effective tariffs, and at the same time to require that all schedules issued prior to February 1, 1896, which are still in force, be reissued in the new series, or at least numbered in that series, and refiled.

It is a common practice for one carrier to adopt the tariffs of other roads or associations for the purpose of announcing rates from points on its line. Formerly this was in all cases done by the adopting carrier merely stamping its number upon the tariff of the other road or association and filing same with the Commission. The application of the tariff as used by the adopting carrier was in many cases doubtful. In the pamphlet previously mentioned this matter was taken up and a rule given for the adoption by one carrier of tariffs of another carrier or association, as follows:

Roads adopting tariffs of associations or other carriers for the purpose of announcing to the public rates from their own stations should thereafter regard such tariffs the same as tariffs of their own issue. They should be provided with a supplemental title page, numbered and dated, showing plainly the names of the stations from, to, or between which the rates in the adopted tariff will apply, and the title page should be otherwise arranged after the form of their own tariffs. Such adopted tariffs should be posted and filed with due regard to the requirements of the act relative to notice of changes.

This matter has also been made the subject of frequent correspondence with carriers, and quite a large number have adopted the above rule; but many such tariffs are still being filed with merely the number of the adopting carrier stamped thereon.

Much confusion and extra labor in connection with the tariff files results from the varying methods of carriers in regard to the tariffs published and filed by railway associations. In some cases the initial lines file certificates of concurrence in such tariffs, while in other cases a notice is filed to the effect that the carrier filing same is a member of such association, and that all tariffs filed by the chairman thereof are filed in behalf of such carrier. In still other cases copies of the association tariffs are filed by the members of same with their number stamped thereon.

It frequently occurs that carriers which file certificates of concurrence, or notice of the kind above referred to and which do not file copies of the association tariffs, file individual supplements or amendments to such tariffs, making changes in the rates established by the association. Where both the association and the individual carriers composing the same publish rates between the same points it sometimes

becomes difficult to determine the correct rates. The publication of joint tariffs by railway associations no doubt serves a useful purpose, but some uniform method should be adopted in respect to the authorization and filing of such tariffs.

Under the order of the Commission issued September 8, 1894, all carriers subject to the act were required, among other things, to show upon all joint tariffs thereafter filed, also upon all supplements and amendments to joint tariffs, the names of the carriers parties thereto. It was further required that all carriers which should thereafter be named as parties to any joint tariff, or to any supplement or amendment to any joint tariff, published and filed by another carrier, should forthwith upon the publication thereof file with the Commission a statement or certificate showing their acceptance of and concurrence therein, and making themselves parties thereto. For a considerable period after the promulgation of this order there appeared to be little or no effort on the part of a great many carriers to comply with this requirement.

In many cases, where it was apparent that no attempt had been made to comply with the order, the Commission refused to accept the tariffs for filing and returned them to the carriers for reissue and correction. By this means and by continual correspondence very considerable improvement in this respect has been effected. At the present time comparatively few joint tariffs are received for filing that do not show the names of the carriers that are supposed to participate therein. It should be stated, however, that in many cases there appears to be little effort to confine the names to the carriers which actually participate in the tariff, the object appearing to be to show the names of all roads that could form any part of any possible route, sometimes to the number of a hundred or more. That many of the roads so shown as parties have no interest in the tariff seems evident from the fact that they do not file certificates of concurrence therein; and it has been frequently noticed that certain carriers named as parties to joint tariffs could not participate in the rates named therein under any possible circumstances.

From the facts above stated it seems clear that in many cases no previous arrangement or agreement is made in regard to the rates published in joint tariffs, and the failure of many carriers named as parties to such tariffs to indicate concurrence therein is also accounted for in the same way.

While it is true, as above stated, that most joint tariffs now filed with the Commission show the names of the carriers which are supposed to participate therein, this is not true of supplements and amendments to joint tariffs. It seems difficult to impress upon carriers the fact that each separate issue of joint rates, regardless of the title by which it may be designated, is a joint tariff within the meaning of the law, and should therefore show for itself what carriers are parties thereto. In issuing supplements or amendments to joint tariffs it is a

common practice, instead of naming the carriers parties to the same, to make them read: "In connection with carriers named in tariff." This is not a compliance with the order referred to, and besides, in probably the majority of cases, the carriers parties to the tariff are not all interested in each supplement or amendment thereto. It frequently occurs that supplements or amendments to joint tariffs cover new territory and affect carriers not shown as parties to the original tariff.

This matter has been the cause of probably more correspondence than any other subject in connection with rate schedules. Many letters have been received from various carriers protesting against this requirement on the ground that it is extremely burdensome. The fact remains, however, that under the present plan of authorization of joint tariffs it is as necessary that supplements and amendments to such tariffs, when they contain joint rates, should show the names of participating carriers and be separately concurred in, as in the case of joint tariffs.

While a large number of certificates of concurrence in joint rates are filed—an average of between eight and nine hundred a day—they are seldom received before the rates become effective, and frequently not until several weeks or months thereafter. Instead of forwarding the certificates immediately upon receipt of the tariffs, it is the practice of some roads to allow the tariffs to accumulate for several weeks, and in some instances even for several months, before forwarding the certificates therefor for filing. It is not understood that these certificates are retroactive in effect, but are effective only from the date filed. The tariffs, therefore, are usually in effect for a greater or less period before authority therefor is filed by the participating carriers, and in some cases the tariff is canceled or superseded before the participating carriers concur.

Many carriers named as parties to joint tariffs fail to file certificates of concurrence therein, but this may be accounted for in a great measure by the fact, before mentioned, that carriers are frequently named as parties to joint tariffs in which they evidently have no interest. Where rates are published in joint tariffs which are objectionable to some of the carriers named as parties, such carriers usually notify the Commission—often by telegraph—that they are not parties to the rates named, and will not concur therein.

From the foregoing it will be seen that under the present plan for the authorization of joint tariffs the purpose intended is not fully accomplished, and it would appear that the only remedy is to place the burden of securing concurrence upon the carriers which issue the tariffs, and to require that the authority be filed with the tariffs. It would no doubt be difficult to enforce such a requirement unless the previous notice to the Commission of proposed changes be considerably extended.

Joint tariffs are usually filed by the carrier on whose line the traffic originates, but this is by no means an invariable rule, as such tariffs

are frequently filed by intermediate and also by terminal carriers. Tariffs thus filed give rise to more or less confusion and render it more difficult to determine the rates between the points covered thereby. When rates are desired it is naturally expected that they will be found in the files of the carrier on whose line the traffic originates, and which is required to post the same for the information of the public. If the files of all intermediate and terminal carriers, in addition to those of the initial carriers, must be examined in order to ascertain the rates between given points, it can readily be seen that the time and labor required for such work is greatly increased.

It is doubtless true that in many cases the intermediate or terminal carrier, on account of having greater interest in the traffic, is willing to assume the expense of publishing the tariff, but as the duty of posting and giving the public legal notice of changes devolves upon the initial carrier, copies of the tariff must be furnished such carrier for that purpose, and it would appear to be an easy matter to so arrange that the initial carrier could in all cases file a copy of the tariff and give the Commission legal notice of changes.

Under the uniform system of numbering rate schedules adopted February 1, 1896, failure on the part of carriers to file tariffs soon becomes apparent by the missing numbers in the files. During the eleven months ending October 30, 1897, 1,832 letters were written calling for 7,141 schedules which carriers had failed to file at the proper time. This failure to file certain schedules is no doubt due, in the great majority of cases, to oversight or carelessness on the part of the clerk to whom has been assigned the duty of attending to such filing; but there are probably instances where the tariffs are purposely withheld in order to prevent other carriers from learning the rates used on certain traffic.

Commencing with July 1, 1896, greater attention was given to the examination of tariffs, for the purpose of detecting failures to give legal notice as well as imperfections in construction, than had previously been attempted, and a record was kept of all schedules received which failed to give proper notice. A statement compiled from this record is printed as an appendix to this report, showing the total number of freight schedules filed by each carrier named from July 1, 1896, to July 1, 1897; also the number filed by each which failed to give legal notice, and the percentage of those failing to give legal notice to the total number filed. While it is possible that some few schedules which failed to give full notice may have escaped detection, it is believed that this statement is practically correct.

In the absence of published through rates to certain points, it often happens that through rates are determined by adding to an interstate rate the local rate from a junction point located in the same State as the destination point. In such cases intrastate rates constitute a portion of the total charge on interstate traffic. Intrastate rates are not usually filed with the Commission except when published in tariffs

naming interstate rates, and in cases of the kind above referred to the Commission is often unable to determine the through rates on interstate shipments. The Commission entertains no doubt that when intrastate tariffs are used as part of interstate rates they come within the requirements of the act and should be filed with the Commission.

COURT DECISIONS.

POWER OF COMMISSION TO PRESCRIBE MAXIMUM RATES.

The decision rendered by the Supreme Court on May 24, 1897, in *Interstate Commerce Commission v. Cincinnati, New Orleans and Texas Pacific Railway Company et al.* (The Freight Bureau Cases, 167 U. S., 479), is discussed under other headings in this report. A sufficient statement of the decision in this connection is that it denies the authority of the Commission to require carriers not to exceed charges found reasonable and just. Along with, and as a result of, this decree the Supreme Court also reversed the decisions of the fifth circuit court of appeals and the United States circuit court in what is called the "Orange Rate Case" (167 U. S., 512).

A further result of the denial by the Supreme Court in the Freight Bureau Cases of power in the Commission to prescribe maximum reasonable rates has been the abandonment of the appeal in the Lehigh Valley Coal Case (entitled before the Commission, *Coxe Bros. & Co. v. Lehigh Valley Railroad Co.*), in which the circuit court for the eastern district of Pennsylvania had made a like ruling; and the fourth circuit court of appeals has applied the decision of the Freight Bureau Cases in the Charleston Truck Farmers' Case, and affirmed the dismissal by the circuit court of our petition to enforce an order limiting rates on vegetables and berries from South Carolina points to New York and other cities.

Carriers by all-rail lines from the West to the eastern seaboard, doubtless thoroughly informed of the immunity from restrictive regulation conferred upon them by this decision, increased the long-existing rate of 20 cents on grain and grain products from Chicago to New York to 22½ cents on October 15, 1897. The rate had been 20 cents per 100 pounds since February 4, 1895, except for about three weeks between June 15 and July 8, 1895, when it was as low as 15 cents. Similar changes also took effect on grain to other eastern seaports, and rates from the many stations taking percentages of the Chicago rate were correspondingly affected. A like increase of 2½ cents was made on October 31 last in the all-rail grain rate to New York from St. Paul and Minneapolis. A statement, prepared in the office of the Joint Traffic Association and filed in a pending case, shows that during the year 1896 the all-rail lines brought from and through Chicago and various other named junctions to Boston, New York, Philadelphia, and Baltimore 1,482,370 tons, or 2,964,740,000 pounds of grain, flour, and mill stuffs. An advance in transportation charges of 2½ cents per

100 pounds applied on such tonnage amounts to an addition of \$741,185 to the railway revenues and to the burden of charges borne by farm and mill products carried only by those lines via or from Chicago and such other junctions to the seaports mentioned.

THE LONG AND SHORT HAUL CLAUSE.

On November 8, 1897, the Supreme Court held, in the case entitled *Interstate Commerce Commission v. Alabama Midland Railway Company et al.* (The Troy Case, 168 U. S., 144), that railroad competition may create discriminating circumstances and conditions under the fourth section and thereby justify greater charges for the shorter haul. This case is also discussed under another head in this report. The following facts are an interesting commentary on the effect of the decision:

During October of the present year lines leading west from Chicago, Mississippi River, and Missouri River points materially reduced their rates to Denver and other Colorado common points, and it was observed from tariffs which were filed that the higher old rates were kept in effect to intermediate stations on some of the rail lines to these Colorado cities; but, upon the institution of an investigation by the Commission, the higher short-haul charges were promptly lowered to the basis of the longer distance rates, except upon a single line. Before any further action could be had, the decision of the Supreme Court in the Troy Case was announced on November 8, and within a few days thereafter wide rate disparities against intermediate stations were notified to become effective on November 20 over all the lines, and four days later still lower rates were put in force to Denver and other Colorado cities. The long-established rates in cents per 100 pounds to Denver and all intermediate points have been, and to intermediate stations still are, as follows:

From—	Classes.									
	1	2	3	4	5	A	B	C	D	E
Chicago	205	165	125	97	77	92	72	62	53½	46
Mississippi River.....	185	145	115	92	72	84½	64½	57	48½	41
Missouri River.....	125	100	80	65	50	60	45	40	35	30

The present rates to Denver and other Colorado common points (shorter distance rates remaining as above) are:

From—	Classes.									
	1	2	3	4	5	A	B	C	D	E
Chicago.....	87	69	45	32	27	32	27	22	20	20
Mississippi River.....	67	49	35	27	22	24½	19½	17	15	15
Missouri River.....	25	25	25	25	15	15	15	15	15	15

The cuts so made amount to from 26 cents on Class E to \$1.18 on Class 1, from Chicago and Mississippi River points, and from 15 cents

on Class E to \$1 on Class 1 from Omaha, Kansas City, and other Missouri River points. The present rate for Class 1 is only 20 per cent, and Class 2 and Class A rates are but 25 per cent, of those which have usually been charged from Missouri River cities to Denver. While rates of from 30 to 60 cents have been in force on classes E, D, C, B, A, and 5, and from 65 cents to \$1.25 on the other classes, from Missouri River points to Denver, and are still in effect to shorter-distance points, the freight classification as to Denver and common points is almost wholly discarded under present rates, there being now but two instead of ten class rates to such points, namely 25 and 15 cents. Other combinations of classes also appear in the foregoing statement. Like higher rates for the shorter haul on lines to Colorado common points are now made from many other points, including New York and other Eastern cities.

The differences which have usually prevailed between rates from Chicago to Missouri River points and rates from Chicago to the much more distant Colorado points, and the differences which now exist under present rates are as follows:

	Classes.									
	1	2	3	4	5	A	B	C	D	E
Differences usually prevailing.....	125	100	80	65	50	60	45	40	35	30
Present differences.....	7	4	0	0	0	0	0	0	1½	4

Such was the situation on December 1, the date of this report. On December 13, rates are notified to be effective on at least one line which will be from 4 to 16 cents less from Chicago to Denver than those in force from Chicago to Kansas City or Omaha, and which will also be less to that extent from St. Louis to Denver than from St. Louis to Kansas City or Omaha.

“THE SUMMERVILLE HAY CASE.”

On November 3, 1897, five days before the decision of the United States Supreme Court in the Troy Case, the Fourth circuit court of appeals rendered a contrary decision, as to construction of the fourth section, in the “Summerville Hay Case,” which had been appealed to that court from the United States circuit court for the district of South Carolina. The complainant, Behlmer, had, upon complaint to and hearing before the Commission, obtained an order prohibiting the South Carolina Railway Company and other connecting carriers from charging more on hay in carloads from Memphis, Tenn., for the shorter distance to Summerville, S. C., than for the longer distance over the same line to Charleston, S. C., 22 miles beyond Summerville. In its report and opinion the Commission held that railroad or market competition did not create substantially dissimilar circumstances and conditions under the fourth section; that water competition, to justify

lower longer-distance charges, must exist between the point of shipment and the longer-distance destination, and that the carriers to obtain relief must make suitable showing upon an application as provided for in the proviso to the fourth section. This construction of the law, which was not approved by the circuit court, was fully sustained by the circuit court of appeals. It is understood that, relying upon the decision of the Supreme Court in the Troy Case, the defendant carriers have applied to the circuit court of appeals for a rehearing of the Summerville Case.

“THE WIGHT CASE.”

This case was decided by the United States Supreme Court on May 24, last (167 U. S. 512). Mr. Wight, one of the general officers of the Baltimore and Ohio Railroad, had been indicted and convicted in the district court for the western district of Pennsylvania for violating section 2 of the act, and upon writ of error the matter was brought before the Supreme Court. A rate of 15 cents per hundred pounds was in force on beer in carloads from Cincinnati to Pittsburg by both the Pittsburg, Cincinnati and St. Louis and the Baltimore and Ohio roads. Bruening, a wholesale dealer in beer, had his warehouse in Pittsburg on a siding of the Pittsburg, Cincinnati and St. Louis, so that beer coming to him by that road could be unloaded directly at his place of business. The Baltimore and Ohio station in Pittsburg was some distance from Bruening's warehouse, and there was no track connection between them, so that beer coming to him over that road must be hauled in wagons from the station to the warehouse. To get Bruening's shipments agents of the Baltimore and Ohio agreed to haul his beer from its station to his place of business without charge. This cost the railroad company $3\frac{1}{2}$ cents per hundred, and when Bruening afterwards offered to do the hauling himself at that price, his offer was accepted, and the agreement was approved by Wight. Wolf, another wholesale dealer in beer at Pittsburg, also received shipments of beer from Cincinnati, but his warehouse, situated near the Baltimore and Ohio station in Pittsburg, was not connected by track with any railroad. Wolf had to haul beer from the station at his own cost and pay the full rate of 15 cents per hundred pounds. Wolf's warehouse was 140 yards, and Bruening's was 172 yards from the Baltimore and Ohio station, but on account of the steep ascent the latter generally carted the beer a longer distance. The defendant contended that it was necessary for the Baltimore and Ohio Company to offer this inducement to Bruening in order to get his business, and not necessary to make the like offer to Wolf, because he would have to go to the expense of cartage by whichever road transported; and that, therefore, the traffic was not “under substantially similar circumstances and conditions” under the provisions of section 2. The decision of the court gives full effect to the section, and is as follows:

Whatever the Baltimore and Ohio Company might lawfully do to draw business from a competing line, whatever inducements it might offer to the customers of that

competing line to induce them to change their carrier, is not a question involved in this case. The wrong prohibited by the section is a discrimination between shippers. It was designed to compel every carrier to give equal rights to all shippers over its own road and to forbid it by any device to enforce higher charges against one than another. Counsel insist that the purpose of the section was not to prohibit a carrier from rendering more service to one shipper than to another for the same charge, but only that for the same service the charge should be equal, and that the effect of this arrangement was simply the rendering to Mr. Bruening of a little greater service for the 15 cents than it did to Mr. Wolf. They say that the section contains no prohibition of extra service or extra privileges to one shipper over that rendered to another. They ask whether if one shipper has a siding connection with the road of a carrier it can not run the cars containing such shipper's freight onto that siding and thus to his warehouse at the same rate that it runs cars to its own depot, and there delivers goods to other shippers who are not so fortunate in the matter of sidings. But the service performed in transporting from Cincinnati to the depot at Pittsburg was precisely alike for each. The one shipper paid 15 cents a hundred; the other, in fact, but 11½ cents. It is true he formally paid 15 cents, but he received a rebate of 3½ cents, and regard must always be had to the substance and not to the form. Indeed, the section itself forbids the carrier "directly or indirectly by any special rate, rebate, drawback, or other device" to charge, demand, collect, or receive from any person or persons a greater or less compensation, etc. And section 6 of the act, as amended in 1889, throws light upon the intent of the statute, for it requires the common carrier in publishing schedules to "state separately the terminal charges, and any rules or regulations which in any wise change, effect, or determine any part or the aggregate of such aforesaid rates and fares and charges." It was the purpose of the section to enforce equality between shippers, and it prohibits any rebate or other device by which two shippers, shipping over the same line, the same distance, under the same circumstances of carriage, are compelled to pay different prices therefor.

The court further said:

It may be that the phrase "under substantially similar circumstances and conditions," found in section 4 of the act, and where the matter of the long and short haul is considered, may have a broader meaning or a wider reach than the same phrase found in section 2. It will be time enough to determine that question when it is presented. For this case it is enough to hold that phrase, as found in section 2, refers to the matter of carriage, and does not include competition.

As stated above, the Supreme Court has since decided the Troy Case and held that "substantially similar circumstances and conditions" in section 4 (which is a rule against unjust discrimination between places) includes competition, notwithstanding its ruling in this Wight case that the identical phrase in section 2 (which prohibits unjust discrimination between individuals) does not include competition.

"THE FREE CARTAGE CASE."

Another decision of the United States Supreme Court was rendered in May last in the case of the Commission against the Detroit, Grand Haven and Milwaukee Railway Company, commonly called the "Free Cartage Case." This carrier charged on traffic from the East the same rates to Ionia and Grand Rapids, Mich., the latter a longer distance point by 33 miles on the same line of road, and gave free cartage of freights at Grand Rapids between its depot and business houses in that

city at a cost to itself of 2 cents per hundred pounds, but refused to make a corresponding reduction in rates to Ionia, where the depot was located but a short distance from the business center. The carrier did not publish its free cartage regulation at Grand Rapids. The Commission found and held that under this practice the carrier was giving rebates from its published rates and charges to shippers and consignees at Grand Rapids, and was thereby also violating the long and short haul clause, because the actual charge on freights at Grand Rapids was less than it exacted on like freights at Ionia, the shorter distance locality. The circuit court upheld the order of the Commission, but that decree was reversed by the circuit court of appeals, as stated in our last annual report, and the Supreme Court has since affirmed the decision of the circuit court of appeals. The decision of the Supreme Court as to the application of the fourth section is embodied in the following-quoted paragraph:

We agree with the circuit court of appeals in thinking that the fourth section of the interstate commerce act has in view only the transportation of passengers and property by rail, and that, when the passengers and property reached and were discharged from the cars at the company's warehouse or station at Grand Rapids, for the same charges as those received for similar services at Ionia, the duties and obligations cast upon this company by the fourth section were fulfilled and satisfied. The subsequent history of the passengers and property, whether carried to their places of abode and of business by their own vehicles or by those furnished to the railway company, would not concern the Interstate Commerce Commission.

In this case, the court also doubted whether free cartage comes within the meaning of "terminal charges," or can be regarded as "a rule or regulation which in anywise changes, affects, or determines any part of the aggregate of the rates," both of which the statute requires to be shown in published tariffs, and was not persuaded that, by omitting to publish its free cartage practices at Grand Rapids, the defendant company had acted in any intentional disregard of the sixth section. The court added, however, that "in a matter of this kind, much should be left to the judgment of the Commission, and should it direct, by a general order, that railway companies should thereafter regard cartage when furnished free as one of the terminal charges, and include it as such in their schedules, such an order might be regarded as a reasonable exercise of the Commission's powers."

ORDER OF COMMISSION BINDING UPON SUCCESSOR CORPORATIONS.

In the Summerville Hay Case the order of the Commission was entered on June 27, 1894, and thereafter served upon the defendants, including the South Carolina Railway Company and its receiver. In April, 1894, the road was sold under foreclosure, and the property by virtue of the sale came into the possession of the South Carolina and Georgia Railroad Company. The new company had not been made a party defendant to the case before the Commission, but when the order was served a copy was also sent to the successor corporation. The circuit court

held that there was no evidence of service of the order upon the new company, nor of its refusal to neglect or obey it, and on that ground dismissed the bill as to the South Carolina and Georgia Railroad Company. But the circuit court of appeals took a different view, holding that there was sufficient evidence of service of the order upon the new company, and that the latter was bound, although it was not mentioned by name in the order. The court further ruled that the successor corporation was in fact bound by the notice of complaint served upon and the answer filed by the receiver of the South Carolina Railway Company.

In *Interstate Commerce Commission v. Western New York and Pennsylvania Railroad Company* (82 Fed. Rep., 192; July 3, 1897), before the circuit court for the western district of Pennsylvania, a similar question was raised. The order sought to be enforced was made against railroad companies to which the Western New York and Pennsylvania Railroad Company and the Erie Railroad Company had respectively since become successors, and the new companies, made defendants by the petition filed in court, demurred on the ground that they were not parties to the proceedings before the Commission, and no order or requirement against them had been made by the Commission. "The question is," said the court, "are these succeeding companies to be regarded as strangers to the order? We can not think so. It would indeed be lamentable if a lawful order against unjust discrimination by a railroad company, made by the Interstate Commerce Commission after a protracted investigation, could be nullified by the subsequent reorganization of the company, or transfer of its railroad and franchises to another corporation. It is a settled principle that the purchaser of property in litigation, *pendente lite*, is bound by the judgment or decree in the suit."

JURISDICTION OF CIRCUIT COURTS.

In the case last above mentioned, connecting companies operating continuous lines from Titusville and Oil City to New York Harbor points and Boston points were required by the Commission to cease and desist from unjust discrimination against shippers of oil in barrels in favor of shippers of oil in tank cars, and to the petition to enforce its order in the circuit court for the western district of Pennsylvania defendant carriers, operating lines outside of that district, demurred on the ground that the court was without jurisdiction as to them. The act provides that the proceedings shall be brought in the judicial district in which the carrier complained of has its principal office or "in which violation or disobedience of such order or requirement shall happen." The petition and exhibits attached thereto show that the defendants are engaged in the transportation of petroleum by railroad under common arrangements for continuous carriage between the points mentioned, and that by joint agreement and combination among

the defendants the alleged unlawful discriminations were committed. The court, in overruling the demurrer, observed that "if the allegations are true, it may well be said that the violation or disobedience within this judicial district of the order of the Commission by any one of the defendants is the violation or disobedience of all the defendants who are parties to and acting under the common arrangement."

ENFORCING REPARATION AWARDED TO INJURED SHIPPERS.

In the same case the Commission had awarded reparation to shippers of oil in barrels to a total amount of about \$85,000, and this was sought to be enforced in the equity suit brought to compel obedience to the regulating part of an order, namely, the requirement to "cease and desist" from the discriminations found unlawful. The sixteenth section provides for the enforcement of regulation prescribed in an order of the Commission by a suit in equity brought either by the Commission or any party interested. It also provides that when the order of the Commission involves "matters founded upon a controversy requiring a trial by jury" any company or person interested may apply to the court sitting as a court of law. The court held that these reparation orders constituted claims for damages for alleged wrongs already committed, that to each claimant a suit at law affords an adequate and complete remedy, and that they included matters not within the province of a court of equity. Neither would the court apply the recognized doctrine that when equity jurisdiction has once attached because of a wrong requiring its peculiar aid the court will take cognizance of the whole matter in controversy and administer full relief. The answer to that, said the court, is that in this case the court is not exercising its general equity powers, that its jurisdiction is auxiliary and limited, and that "in exercising this special statutory jurisdiction the court must be guided by the provisions of the interstate commerce act." The court also pointed out that the act does not authorize the Commission to file a petition to enforce its awards of money reparation, and held that the several claimants under such reparation orders must themselves proceed for enforcement thereof by petition to the court sitting as a court of law.

THE JOINT TRAFFIC ASSOCIATION AND TRANSMISSOURI FREIGHT ASSOCIATION CASES.

Our last annual report contains a statement of this case and the decision rendered against the Government by the United States circuit court for the southern district of New York. (*United States v. Joint Traffic Association*, 76 Fed. Rep., 895.) The case was brought by direction of the Attorney-General to enjoin the Eastern trunk lines from further acting under the Joint Traffic Association agreement, and the bill filed in court alleges, among other things, that the agreement is in violation of the antipooling section of the act to regulate commerce and of the antitrust law.

The decision of the circuit court dismissing the petition was affirmed by the circuit court of appeals at the conclusion of the argument on March 19, 1897. Judges Wallace and LaCombe each stated their opinions orally as to different branches of the case, but declined to file a written opinion. On the Monday following (March 22, 1897) the United States Supreme Court handed down its decision in the case of *United States v. Trans-Missouri Freight Association*, holding a similar railroad agreement to be unlawful under the antitrust act.

This case presented no question under the act to regulate commerce, but counsel for the carriers insisted that compliance by them with the provisions of that statute is opposed to the theory that the later antitrust act was intended to apply to railroads. The Supreme Court held that railroads are subject to the antitrust law; that the two acts do not conflict with each other, as the act to regulate commerce does not confer upon competing railroads power to make contracts in restraint of trade and commerce, which are forbidden by the antitrust law; and that a contract between railroads to maintain rates is in restraint of trade and commerce and obnoxious to the antitrust law. The court said:

What one company may do in the way of charging reasonable rates is radically different from entering into an agreement with other and competing roads to keep up the rates to that point. If there be any competition the extent of the charge for the service will be seriously affected by that fact. Competition will itself bring charges down to what may be reasonable, while in the case of an agreement to keep prices up competition is allowed no play; it is shut out, and the rate is practically fixed by the companies themselves by virtue of the agreement, so long as they abide by it.

The decision of the Supreme Court as to the Trans-Missouri Association agreement, planted on the broad grounds above stated, is directly opposed to the rulings of the circuit court and circuit court of appeals on the Joint Traffic Association contract under the antitrust law. The Joint Traffic Association Case was pending on appeal in the Supreme Court at the spring term, but the argument was postponed until October and then again deferred until January. Notwithstanding the sweeping effect of the decision in the Trans-Missouri Association Case, which was followed by the immediate reorganization or dissolution of a number of railroad associations, the Eastern trunk lines, probably relying upon the favorable decision of the circuit court of appeals, have been and are continuing to operate under the joint traffic agreement.

CLAIMS FOR DAMAGES.

On April 21, 1897, it was decided by the United States circuit court for the northern district of Iowa, in *Edmunds v. Illinois Central Railroad Company* (80 Fed. Rep., 78), that claims for damages under sections 8 and 9 of the act to regulate commerce constitute property rights which may be assigned so as to convey the beneficial interest to the assignee; and that this suit, brought in the Federal court under

those sections, was maintainable in the name of the assignee under the provision of the Iowa court requiring all suits to be brought in the name of the real party in interest.

ORIGINAL SUITS IN COURT BASED ON ALLEGED UNREASONABLE TARIFF RATES.

A decision rendered by the United States circuit court, northern district of Iowa, in *Van Patten v. Chicago, Milwaukee and Saint Paul Railway Company* (81 Fed. Rep., 545), June 29, 1897, is to the effect that in suits at law to recover damages under the interstate-commerce act for extortionate and unreasonable freight charges it is a good and sufficient defense for the carrier to show that it has, in obedience to the act, adopted, printed, and posted a *properly proportioned* schedule of rates, and that the charges complained of are in accordance with those set forth in the schedule. The court described the case as follows:

The proposition of the plaintiff is that, after the carrier, in obedience to the requirements of the act, has adopted, printed, and posted a schedule of rates, and for the past five years has received and transported grain, charging the schedule rates therefor, and the shipper, without protest or demur, has delivered his grain for shipment, knowing the schedule rate, and has paid the charges in conformity with the established rate, he may now, and at any time within the period of the statute of limitations, bring an action at law for damages, not on the ground that more than the schedule rate was exacted, or that the schedule itself provided for unequal, and therefore unjust rates, but solely upon the ground that the schedule rates, though uniform and properly proportioned, were greater than they should have been; and thus the question is presented whether the interstate-commerce act, considered as a whole, authorizes and provides for an action of this kind.

The court said:

If the contention of the plaintiff be sound, every schedule of rates posted by carriers under the provisions of the act should have attached thereto the memorandum: "Subject to change in accordance with the verdicts of juries which may hereafter be rendered." It is the intent of the interstate-commerce act to make the schedule of rates required to be adopted, printed, and posted by the carrier the basis for determining whether a given rate is or is not unreasonable under the provisions of the act.

It is noted that in no part of the decision is reference made to the power or authority of the Commission to find that tariff rates are unreasonable and order reparation; but that the court was careful to confine its observations to the remedy obtainable before courts and juries in suits at law. The same judge, writing the opinion in the *Edmunds Case* above mentioned, on the question whether a claim for damages under this law is assignable, said:

If the aid of the Commission is sought for the purpose of compelling a change of an established tariff of rates as affecting present or future shipments, it must appear that the party seeking action by the Commission is or will be affected by the rate sought to be changed. But where the aid of the Commission is sought solely to remedy a past wrong committed in overcharging a party for freight shipped, I see nothing in the act which limits the right of appeal to the Commission solely to the person originally injured.

MANDAMUS PROCEEDINGS TO COMPEL CARRIERS TO FILE ANNUAL REPORTS WITH THE COMMISSION.

Section 20 of the statute requires carriers subject to its provisions to file annual reports with the Commission. If a carrier operating a road wholly within a State is engaged in interstate transportation, it is believed that it must make such report. Some courts have held that the liability of a State carrier to regulation under this act depends upon whether it is engaged in interstate transportation with some other carrier under a "common control, management, or arrangement," as mentioned in the first section, the question usually turning on what constitutes "arrangement." But it was supposed that the Supreme Court had settled the question in the *Social Circle Case* (162 U. S., 184), where a State railroad raised the question of jurisdiction by pleading its intrastate location; and in the *Import Rate Case* (162 U. S., 197), where the court in construing the first section said:

It would be difficult to use language more unmistakably signifying that Congress had in view the whole field of commerce (excepting commerce wholly within a State), as well that between the States and Territories as that going to or coming from foreign countries.

And so it was held during the year by the United States circuit court, southern district of Alabama, that the Seaboard Railway Company of Alabama, lying wholly in that State, but participating in interstate transportation with another carrier, is subject to the regulating statute and must file its annual report with the Commission (82 Fed. Rep. 563).

But in a case in the United States circuit court for the southern district of Ohio, it was decided that the Bellaire, Zanesville & Cincinnati Railway, wholly in that State, is not subject to the act, although admittedly engaged in forwarding and receiving interstate freight. The decision seems to recognize that such a carrier may, by limiting bills of lading to its own line, evade the provisions of the act, notwithstanding the requirements of the seventh section that the carriage shall be treated as continuous and that no stoppage or interruption shall be made with "intent to evade any of the provisions of this act." The case was brought by us under section 20 of the act to regulate commerce, and no specific penalties are provided for failure to file the report under that section, but the decision assumes that section 6 of the act of August 7, 1888, an entirely different statute relating to Government-aided telegraph lines, is the one on which our petition was based; and the court said that section 6 of the act of August 7, 1888, is penal in its nature because of penalties therein provided, and is to be strictly construed. This application of the wrong statute constitutes a further ground for believing the decision to be erroneous.

The United States circuit court, western district of Michigan, subsequently decided in a similar case that the respondent State carrier need not make annual report to the Commission, citing the decision in

favor of the Bellaire, Zanesville & Cincinnati Railway Company. The road thus exempted from regulation for the time being is the Chicago, Kalamazoo & Saginaw Railroad Company.

CASES DECIDED BY THE COMMISSION.

PROCEEDINGS UNDER THE FOURTH SECTION.

The rulings and decisions of the Commission under the fourth section since our last report and up to the decision by the Supreme Court in the Troy case, were as follows:

Three orders relieving applying carriers from the operation of the fourth section in respect of specified transportation over longer and shorter distances on the same line, in the same direction, have been granted during the year. It appeared upon the joint application of the Great Northern Railway Company and other carriers that they were engaged in the transportation of passengers to and from the "Kootenai mining district," lying in British Columbia, near the northern boundary of the United States, and between the Cascade Range and Rocky Mountains; that in such transportation the applicants were in competition with the Canadian Pacific Railway Company from points on the Detroit and St. Clair rivers, and points easterly thereof in the Dominion of Canada, and also in that portion of New England reached by the rails of the Grand Trunk Railway Company, one of the petitioning carriers; that the Canadian Pacific Railway lies wholly in a foreign country, while all the petitioning lines, except the Grand Trunk Railway, are entirely within the United States; that the Canadian Pacific was making materially lower rates for west-bound passengers to the Kootenai district than those in force over the petitioning lines; that the petitioning carriers, to compete freely with the foreign railway not subject to the provisions of the act, must make the same rates; that they could not lawfully meet the lower rates of the foreign competitor without reducing their rates to intermediate stations, unless allowed so to do by order of the Commission; that a reduction of rates to such intermediate points would deprive the applying carriers of revenue to which they appear entitled, and disturb the basis of passenger rates throughout a large area; that while rates east bound had not been made lower on the Canadian Pacific than those in force via the petitioning lines, the former was under no legal restraint which would prevent such action, and that in the event of such reduction the petitioners would be under the same situation as to east-bound business as they were at the time in respect of west-bound passenger traffic to the district mentioned. On March 25, the applying carriers were granted permission to charge, until July, 1897, less for the longer distances between the Kootenai district and the points on the Detroit and St. Clair rivers and easterly thereof in Canada and New England above mentioned than for shorter distances to intermediate points in the same direction;

but it was provided that the lower longer-distance rates should not at any time be less than those previously made by the Canadian Pacific Railway Company for passenger transportation between the same points. The order of relief was subsequently continued in force until December 31, 1897.

Another application granted was that of the Chicago and Eastern Illinois Railroad Company in respect of traffic between Chicago, Ill., and Fair Oaks, Wheatfield, Wilders, and La Crosse, Ind., and intermediate stations in Indiana. It was shown by the petitioner that it operates a circuitous line via Percy Junction, Ind., between the points mentioned, and from Percy Junction southerly to Brazil, Ind.; that its line is crossed at Fair Oaks, Wheatfield, Wilders, and La Crosse by much shorter and competing lines from Chicago; that petitioner's rates between Chicago and the intermediate points on its line in Indiana were not unreasonable; that the petitioning carrier transports large quantities of coal from Brazil, Ind., through trains of empty coal cars constantly passing from Chicago to Brazil, stopping at Percy Junction, and that by utilizing such trains it can carry freight at low cost from Chicago to Fair Oaks and the longer-distance localities; that petitioner can not freely compete with the shorter lines between Chicago and Fair Oaks and said other junction points without making the rates as low as those established by its competitors; that it could not lawfully make such lower rates without reducing its rates between Chicago and shorter-distance stations in Indiana unless thereto authorized by the Commission, and that such reduction of shorter-distance rates would deprive it of revenue to which it is justly entitled. Upon these facts the carrier was allowed to meet the previously established rates of the short lines to Fair Oaks, Wheatfield, Wilders, and La Crosse without reducing rates between Chicago and any shorter-distance points; but it was provided that such permission should not be deemed to authorize the carrier to increase its present charges for such shorter distances.

The other order of relief granted under the fourth section was upon the application of the Delaware, Lackawanna and Western Railroad Company for leave to charge over its own and connecting roads to Chicago and other points less on freight from Oswego and Syracuse, N. Y., and other points in that section of New York, than from shorter-distance points on its line in New York south of Little York and west of Binghamton. It appeared that the West Shore and New York Central and Hudson River railroads between Syracuse or Oswego and Buffalo are much shorter than the Lackawanna line, which is via Binghamton, and that these lines charged materially lower rates to Chicago from Syracuse, Oswego, and various other points in adjacent territory, than those established and charged by the Lackawanna from Syracuse and other points on its line, Oswego to Little York, inclusive; that class rates so charged by the short lines ranged from 18 to 53 cents, and were known as "Syr-

cuse rates," while petitioner's rates on like freight from the same territory were from 20 to 60 cents, and that these also applied from all points on the Lackawanna Line and branches in New York east of Wayland, N. Y., and were the same as rates charged by the short lines to Chicago from as far east as Albany, N. Y., and known as "Albany rates;" that from points on petitioner's line near Syracuse traffic is forwarded at local rates to Syracuse and thence over the short lines to Buffalo and beyond, notwithstanding petitioner is engaged in transportation to Buffalo over its own rails from the same points of shipment, and that a reduction of rates from such points near Syracuse to the basis of Syracuse rates to Chicago would give it a much longer haul and greater revenue, and at the same time result in lower cost of transportation to manufacturers and shippers at such local points, and also give them additional transportation facilities; that the petitioner could not freely compete for or participate in the transportation of freight to Chicago and other western destinations from Syracuse and said other points of shipments without meeting the rates of the short lines, and it could not lawfully meet such lower short-line rates without reducing its rates from intermediate stations unless authorized so to do by an order of the Commission; that such reduction of its rates from such intermediate stations would deprive it of revenue to which it seemed justly entitled, and also disturb the basis of freight rates through a considerable section of country.

Order was entered relieving the carrier from the operation of the fourth section to the extent of authorizing it to charge less on freight to Chicago and other points west of Buffalo from Syracuse and other points in New York on its line, Oswego to Little York, inclusive, than for shorter distances over the same line, in the same direction, from stations on its line south of Little York and west of Binghamton to and including Atlanta, N. Y. But it was provided in the order of relief that petitioner's rates for the longer-distance points should not at any time be less than those of the shorter lines from Syracuse territory to the same destinations, nor should the order be deemed to authorize the petitioner to increase its present rates from the shorter-distance stations on its line.

On October 7, 1895, the Atchison, Topeka and Santa Fe Railway Company reduced its fifth-class freight rate from Chicago to Denver and other Colorado points from 92 cents to 50 cents per hundred, and this was followed by reductions made by other carriers, first to 38 cents and then to 30 cents. Some of the competing carriers made the reduced rates apply to intermediate points, so that they would not be in conflict with the fourth section, but most of them did not. The receivers of the Santa Fe Company did not put either of the reduced rates in force at shorter-distance points, and insisted that the lower charge for the longer distance was not in violation of that section because of dissimilar circumstances and conditions, namely, a prevailing rate war between competing lines to Colorado points. Although rates were soon

restored to the normal basis, and made not higher for shorter than for longer distances, the claim of exemption made by the Santa Fe receivers, and specifically stated by one of them at the hearing had in consequence of an inquiry having been instituted by the Commission, was one likely to be reasserted during subsequent rate wars; and for that reason it was deemed proper to pass upon the question. This railway receiver found that traffic from Chicago to Colorado cities, which customarily passed over the Santa Fe lines, was being diverted to those of competing carriers. He became satisfied that this was accomplished by cutting the published tariff rate, and that the only way he could meet such secret and unlawful competition was by establishing a like open or published rate, even though he knew it to be unremunerative. In themselves, the intermediate rates, long established, were apparently just and reasonable, and the receiver did not believe there was any equitable reason why he should reduce those rates and lose revenue to that extent because he found it necessary to make a lower longer-distance rate for the purpose of checking unlawful competition.

The substance of the defense was that a carrier may lawfully meet the secret rate of its competitor with a reduced open or published rate without making as low a charge on like traffic for shorter distances over the same line in the same direction, and without first applying for and obtaining a relieving order from the Commission. While admitting that open competition between carriers subject to the act did not, as the law was then interpreted, justify a departure from the long and short haul rule, his argument was that as competition with carriers not subject to regulation does create dissimilar conditions, so this secret competition, which he claimed was not controlled or controllable under the statute, comes to the same thing. Commenting on this proposition, the Commission in its decision said that the proposition really was, "that because one party violates the statute secretly in one particular, a second party may violate it openly in another particular," and "that, applied to laws in general, it would result in complete anarchy."

Competing lines were alleged to be secretly cutting rates, and this was a penal violation of the act. Why was not the act enforced in this instance? The Commission could have no knowledge of such unlawful rates until apprised from some outside source. The Santa Fe Company communicated none of its knowledge or suspicions to the Commission and did not apply to it for either assistance or relief. It undertook to correct the evil by its own action. The receiver stated that it would have been useless to furnish the Commission with what information he had, as in the state of the statute and public opinion the law could not be enforced. The position taken by the receiver, as shown by his testimony, was fully set forth in the decision and summarized by the Commission as follows: "I disobey the law because it is not enforced. The law is not enforced because I and other men in my position decline to cooperate in its enforcement. I decline to so coop-

erate because I do not like the law. That is to say, I disobey the law because I do not like it."

The Commission further said that the receiver might have applied to the Commission, furnishing it with the facts that had come to his knowledge, and publicity alone would have gone far toward stopping the practices complained of. The Commission would also have granted an order relieving him from the operation of the fourth section if in its judgment that had appeared necessary to protect the properties under his care. On the other hand, if he preferred not to enforce the law he might, as he did, seek to redress his wrongs by the *lex talionis*; but in that case he must proceed within the law, and when making a disastrously low rate to a competing point he must also put his rates to intermediate points in conformity with the statute. The point decided in this case was that no reduction of rates, secret or open, will justify the carrier in charging more for the short than for the long haul without an order of the Commission.

When charges have been made greater for shorter than for longer distances over the same line, in the same direction, the Commission has heretofore been able to afford a remedy by way of damages or reparation to injured parties to the extent of the difference between higher short-haul and lower long-haul charges temporarily in force. This remedy was indicated in a report, made by the Commission on April 3 last, of an investigation of freight rates charged by carriers to Southern points during a rate war in June and July, 1894, in which was cited the decision of the Commission in the Lynchburg Board of Trade cases, which awarded reparation to merchants and dealers in that city for injuries resulting to them in consequence of lower rates charged during that period to Knoxville, Tenn., than those in force to Lynchburg, the shorter-distance locality.

The plan of making rates in the South, known as the "Southern basing point system," has frequently been held unlawful by the Commission, and its mischiefs have been fully stated in former reports. A prominent feature of the system is that rates to intermediate stations are made higher than those in effect to longer-distance points selected as competitive or basing points by the carriers, and this results because a local rate is added to the rate to a basing point to make the rate to the local shorter-distance station. The rates are often the same, or nearly the same, to two basing points, while to a town located between the two points the rate is a combination of rates to and from one of the basing points, whichever will make the lower total charge.

In a case decided by the Commission on June 29 last, it appeared that defendants' rates from Louisville or Cincinnati were higher to Griffin, Ga., than for the longer distance over the same line to Macon, Ga., and were made by adding rates to Atlanta to those in force from Atlanta to Griffin. The rates to Atlanta and Macon were substantially the same. It also appeared that freight rates from New York and other

Eastern points were, with some exceptions, as low to Griffin as to Macon, and that from Louisville and Cincinnati there was railroad competition for traffic to Griffin as well as to Macon. The defendants relied upon competition between markets as well as railroad competition, and also upon competition of carriers by water from Eastern cities to Savannah or Brunswick and of boat lines running up from the coast. This river competition was found to be inactive and of no controlling force, and the competition of carriers by water from Eastern cities was not competition for freight from Louisville or Nashville. The Commission reaffirmed its previously announced construction of the fourth section, to the effect that water competition, to justify higher shorter-distance charges, must be actual for the transportation involved and such as to dictate the rate by rail; and that competition between markets, or between carriers subject to the regulating statute, does not create such dissimilarity of circumstances and conditions as will justify carriers in charging more for the short than for the long haul, under the fourth section, without an order of the Commission.

But the Commission further held that if there can be exceptional instances in which competition between railroad carriers subject to the act may create the dissimilarity of circumstances and conditions under the fourth section, this case, where such competition is shown at both Griffin, the shorter-distance point, and Macon, the longer-distance point, is not one of them. "Indeed," said the Commission, "it is difficult to conceive of a situation which more strongly calls for the application of the inhibition of that section than the present. Here are two cities, each of which has in fact railway competition, but in case of which the railroads interested have determined that one shall and the other shall not enjoy the benefit of that competition in the matter of rates. If the mere fact that competition exists between the different carriers interested in these and kindred rates gives to those carriers absolute jurisdiction, so to speak, to say where effect shall and where it shall not be given to such competition, it is difficult to understand what remains of the fourth section."

It was also decided in that case that defendants' rates unjustly discriminate against Griffin and in favor of Macon, in violation of section three. Every inhabitant of Griffin who buys a barrel of flour or a can of beef pays more for it than he would if he resided in Macon. "The complainants are absolutely prohibited from competing upon equal terms with the Macon wholesaler outside the limits of the city of Griffin itself. This sort of discrimination is intolerable, and should under no circumstances be permitted unless justified by necessity." The railways interested arbitrarily determine that Macon shall be a basing point and that Griffin shall not be. This does not accord with the spirit or letter of the act. "It should not be left to the whim of one or half a dozen railroad managers to determine whether a given city may or may not be a trade center. The same causes which operate in one instance should have the same effect in another instance."

Another decision, rendered August 20, 1897, involved rates for the transportation of coal from mines in Alabama to longer and shorter distance destinations on the Alabama and Vicksburg Railway, which extends from Meridian to Jackson, Miss., and thence to Vicksburg. The longer-distance points involved, and to which lower rates were charged, were Jackson and Vicksburg, and just before the decision was rendered the rates to Jackson and Vicksburg were made the same—\$1.55 per ton—while to all other points on the Alabama and Vicksburg Railway the rate from Alabama mines was 50 cents greater, or \$2.05 per ton. Railroad, water, and market competition, the defense usually relied upon by carriers in the Southern States, under the fourth section, was insisted upon by the defendants in this case as justifying the higher shorter-distance charges.

As to transportation to Vicksburg, the Commission said that coal transported from Corona and other Alabama mines to Vicksburg must go by railroad, and the competition of such coal, and coal from other Alabama mines in the Vicksburg market, is with coal brought over long distances down the Ohio and Mississippi rivers from Pittsburg and other points in that district; that this is not competition between rail and water lines for transportation from a particular locality, but the competition of markets or mines for the supply of coal at Vicksburg, the force and effect of which is determined by commercial considerations peculiar to the business of shippers and wholly disconnected from the circumstances and conditions under which the transportation is conducted.

As to the transportation to Jackson, it appeared that the defendants and other carriers, all subject to the act to regulate commerce, were engaged in the transportation of coal, wholly by railroad, from mines in Alabama and other States to Jackson under agreed rates which were less for each line than those charged on coal for shorter distances over the same line in the same direction; and the Commission held that the transportation by defendants from such mines to Jackson and the shorter-distance localities on the Alabama and Vicksburg Railway is performed under substantially similar circumstances and conditions within the meaning of the fourth section.

The Commission was enabled in this decision to show the fallacy of a defense which relies upon railroad competition to justify charges not in conformity with the general rule of the fourth section:

Under the facts pertaining to coal transportation to Jackson and the shorter-distance localities, the defense amounts to a claim that the carriers to Jackson are entitled, under the fourth section, to make the lower longer-distance rates to Jackson because of artificial conditions created by themselves. All of these carriers are subject to the law, all of them depart from the long and short haul rule of the law, and each defendant attempts to justify its departure by the similar act of the other carriers. If there were but one carrier to Jackson, the long and short haul rule, it is practically admitted, would apply on coal to that city; but because there are different interstate rail lines over which coal is carried to Jackson, it is contended, in substance, that each line is authorized to ignore that rule.

After stating its decision, the Commission pointed out that the prohibition in the fourth section is limited to traffic "over the same line" and "in the same direction;" that it applies only to "transportation under substantially similar circumstances and conditions," and that the "shorter" must be "included within the longer distance." "Notwithstanding these limitations in the statute," said the Commission, "the law furnishes a method by which carriers may secure needful relief from any unjust burdens which observance of this rule would impose, and the remedy so provided must be deemed adequate to their protection." The remedy thus indicated is that obtainable under the proviso to the section upon application to the Commission for an order of relief.

In two cases involving rates under the fourth section, decided during the year, the carriers were found to have made such changes prior to the decision as to obviate the necessity for an order. In one case the defendants charged on cotton-seed meal to Philadelphia 29 cents from Memphis, Tenn., and 34 cents from Dyersburg, Tenn., a shorter-distance intermediate point on the same line. A rate of 26 cents was put in force from both Memphis and Dyersburg. In the other case, rates for the transportation of wheat to Morristown and other points in Tennessee were higher for the shorter distance from Nicholasville, Ky., than for the longer distance over the same line in the same direction from Cincinnati, Ohio; but by a joint tariff filed with the Commission before the case was disposed of, the rates from Nicholasville were made not higher than those from Cincinnati.

RATES ON MILK FROM COMPETING PRODUCING LOCALITIES TO A COMMON MARKET.

An important case decided in March last involved rates on milk shipped from producing sections, principally in New York, Pennsylvania, and New Jersey, for consumption in New York and adjacent cities. Under a long prevailing practice the same rate was charged for all distances, whether short or long, and this rate was the same over all the carrying lines engaged in the traffic. The rate was 32 cents per can of 40 quarts. If the milk was shipped in bottles it was still 32 cents per 40 quarts, or 0.8 of a cent per quart bottle. On cream the rate was 50 cents per 40-quart can, or 1¼ cents per quart bottle. Six delivering carriers with their connections participated in transportation at those rates. Another, the New York, New Haven and Hartford Railroad Company, brought milk from Connecticut points at much lower charges and from a different section of country, and for reasons stated in the decision no order was made as to that road. The other six lines, all operated west of the Hudson River, made delivery in New Jersey opposite New York City, at Weehawken, Jersey City, and Hoboken. The Erie brought milk at the 32-cent rate from as far west as Hornellsville, N. Y., 332 miles from Jersey City; the Lackawanna line brought it from Columbia, N. Y., 310 miles, and some from Leicester, N. Y., 354 miles

from Hoboken, and the Lehigh Valley had a milk station at Romulus, N. Y., 335 miles from Jersey City. The same charge was made when the milk came from the nearest interstate shipping station, for example, Turners, N. Y., on the Erie, 46 miles from Jersey City.

The complaint was brought by an association of producers at the shorter distance localities, alleging the uniform rate to be unreasonable for the service rendered to them, and to result in undue preference to the more distant shippers, and these allegations were fully sustained by the evidence. There had been uniformity in charge but absence of uniformity as to service and traffic inducements on the lines west of the Hudson River. Natural disadvantages of more distant producers were thereby overcome and producers nearer the common market were denied recognition of their more favorable location. The same question was before the Commission in 1887 in the Howell Case (2 I. C. C. Rep., 272), when the uniform rate extended over much less distance on most of the lines and when fewer lines were engaged in the traffic, and the Commission, upon the record of that case, held that there was no proof that injury resulted to the near-by producers from the uniform rate as it was then applied, or that the rate was unreasonable from any of the localities. But since that decision other carriers had entered extensively into the business, one of them having succeeded in securing and bringing more milk to the New York market than any of its competitors, while some of the old lines had lost traffic, most of which had come from the near-by region; and all the long-distance lines had greatly extended the application of the rate. One road, after the case was heard, put in a tariff under which the 32-cent rate was available from a station 417 miles from its New York terminal, and just east of Buffalo, N. Y., and that rate was also in force for any milk that might be shipped from a station 19 miles from the terminal. The peculiarity of the traffic and the situation as found by the Commission is indicated in the following extract from our report of the case:

Unlike most cases in which the legality of group or uniform rating has been questioned, the traffic which is the subject of present consideration constitutes the great bulk of an important daily food supply for New York and adjacent cities which, because of its extra perishability, can be drawn only from sources accessible by daily rail communication from the market of consumption and sale; and, on the other hand, the sale or demand in such market is necessarily limited to the quantity required for daily consumption. While the available milk supply should at all times be sufficient to meet the needs of consumers in such a market, a surplus of this commodity can not, because of its perishability, be kept over or reshipped for sale in other cities. Under such circumstances the shipments are practically limited to the amount of daily consumption, and this fact emphasizes the duty of the carriers to establish rates which will not deprive producers more favorably situated with reference to and dependent upon that market of part of their trade in a limited traffic, or prevent them from supplying their share of the greater demand due to increase in the city population or in consumption per capita. Furnishing an extra perishable article like milk in no greater quantity than is required for daily use in a given city is a business which falls naturally to those producers nearest to the city who are able to provide the needed supply.

Instead of the single rate for all distances the Commission ordered that there should be at least four divisions of stations, each group taking different rates. These four groups and the maximum rate for each were determined as follows: Group 1, 40 miles from the terminal, 23 cents per 40-quart can. Group 2, next 60 miles, 26 cents per 40-quart can. Group 3, next 90 miles, 29 cents per 40-quart can. Group 4, beyond 190 miles from the terminal, for which the present rate of 32 cents was found not to be excessive. The rate on cream in cans was permitted to remain 18 cents higher than the rate charged on milk for each group. Some exceptions were made, so as to make rates apply over short-line distances, and for one road, the Ulster and Delaware, the third group distance was made 30 instead of 90 miles, because of difficult grades over a range of mountains and the fact that all of the shipments over that road were made from beyond the mountains. The carriers were recommended to make a difference of at least one-fifth of a cent a quart between rates on shipments in cans and shipments in bottles packed in cases, the latter having been found to weigh much more than when the same quantity is carried in cans.

An application to slightly modify the order as to one or two points on a branch of the New York, Ontario and Western Railway was opposed by a competing carrier from the same section and denied. Shippers on the Ulster and Delaware road, as to which the above stated exception in group distance and rate was made, are seeking by complaint to have the group distances and maximum rates determined for the other lines apply also on that road. The order was promptly obeyed in all respects by each of the carriers, and it is understood that the decision is regarded by the carriers, as well as most of the shippers, as a generally satisfactory solution of a difficult question involving the adjustment of relative rates over different lines and from many localities.

The case was decided and the order complied with prior to the decision of the Supreme Court denying power in the Commission to prescribe maximum rates for carriers to observe in the future.

FREE TRANSPORTATION OF SHIPPERS.

It appeared in the milk case above mentioned that on some of the defendant lines passes were issued to shippers or dealers on account of the interstate milk traffic of the road. It was held that the issuance of such passes for interstate transportation is an offense against the law, as affording transportation for an interstate journey at less than established rates; and whether the pass issued entitles the holder to interstate passage or not, if granted on account of the interstate transportation of freight it results in a rebate or device whereby the pass holder obtains such freight transportation not only at something less than tariff rates, but for less net price than is exacted from persons not so favored who are shippers of like traffic, transported under similar conditions, between the same points.

TRANSPORTATION THROUGH DIFFERENT STATES WHICH BEGINS AND ENDS IN THE SAME STATE.

In the same proceeding (the milk case) a road commencing in New York and engaged in transportation to New York City, but running for the most part through the State of New Jersey, claimed that the transportation by it of milk from points in New York to New York City was not subject to the act to regulate commerce. The Commission held in 1888 that all transportation not wholly within one State is subjected to regulation by provisions in the act to regulate commerce (New Orleans Cotton Exchange Case, 2 I. C. C. Rep., 375); but the carrier cited a later decision of the United States Supreme Court in *Lehigh Valley R. Co. v. Pennsylvania* (145 U. S., 194). That case, however, related wholly to a question of taxation by the State on receipts which arose from service over the Lehigh Valley mileage within Pennsylvania, in relation to traffic between points in that State carried through New Jersey. If the State of Pennsylvania had attempted to regulate the aggregate charge or charges made for the entire transportation through different States the court would have had an entirely different case to consider; and attention was called in that court decision to the fact that the case was one of taxation, and not one of direct regulation, as was involved in *Pacific Coast Steamship Company v. The California Railroad Commission* (9 Sawyer, 253).

In the latter case, where the California Commission sought to regulate commerce between ports of that State when carried by a line of vessels navigating the Pacific Ocean more than a marine league from the shore, Mr. Justice Field, sitting as circuit justice, said:

To bring the transportation within the control of the State, as part of its domestic commerce, the subject transported must be within the entire voyage under the exclusive jurisdiction of the State.

That decision seems to have been rendered entirely upon the commerce clause in the Constitution, and if the steamship or vessel plying between California ports was, while on the ocean, engaged in commerce with foreign nations, then a railroad company in carrying between points in the same State by a route which passes through another State is as clearly engaged in commerce among the States while operating in the second State. The case of the *Covington Bridge* (154 U. S., 204) and the *Import Rate Case* (162 U. S., 197) were also considered by the Commission upon this question of jurisdiction. The Commission held that the State of New York is without power to authorize the construction of a route from a point in that State through the State of New Jersey to New York City, or to control the operation of such a route, or to regulate charges made thereover, and that the railroad company is as much subject to regulation under the act to regulate commerce in respect of that portion of its milk business from New York points which it carries through New Jersey and delivers in New York City as it is in regard to other interstate transportation in which it is engaged.

REASONABLE PASSENGER FARES.

The Railroad Commission of Missouri having complained that a passenger fare of 10 cents per mile for $18\frac{1}{2}$ miles, charged by the Eureka Springs Railway Company between Eureka Springs, Ark., and Seligman, Mo., was unreasonable and unjust, it appeared that for $10\frac{1}{2}$ miles the railway is in the State of Arkansas and that the other 8 miles of its line is in Missouri; that by statutes of the two States the railway may charge not to exceed 5 cents a mile in Arkansas and not more than 4 cents a mile in Missouri. On the basis of these State rates the aggregate charge between Eureka Springs and Seligman would be $82\frac{1}{2}$ cents, and, as stated in the opinion, ordinarily the whole charge should not be more than all its parts. Eureka Springs is a health resort, mostly frequented as such during the spring and summer. Seligman is the only station on the road in Missouri; Gaskins, a flag station, and The Narrows, a place visited for fishing and other outing sports, are the only other stations, and the great bulk of the passenger traffic is between Eureka Springs and Seligman. The defendant, in support of the reasonableness of its charges, urged insufficient income from its passenger service and insisted that any reduction of its rate for carrying passengers would result in insolvency.

In the apportionment of earnings and expenses between passenger and freight traffic the defendant credited a much larger part of its earnings to freight than to passenger traffic, while it charged to the passenger traffic much the larger part of the expenses. Any apportionment of the net earnings derived from these sources is largely an estimate. It appeared also that, on the basis of the actual cost of the road, the income of the company was more than sufficient for a fair return on the investment, though on the basis of the face value of bonds and stock issued the earnings were not equal to such return. It did appear, however, that there had been a falling off or decline in the annual earnings of the company. The Commission found the existing rate of \$1.85 unlawful, and held that to be lawful the passenger rate between Eureka Springs and Seligman should not exceed \$1.20, or $6\frac{1}{2}$ cents per mile. The carrier reduced its passenger rate as required by the order. This decision was also rendered and complied with prior to the ruling of the Supreme Court, in May last, that the statute confers no power upon the Commission to prescribe maximum rates.

LOWER RATES ON FREIGHT BETWEEN THE SAME POINTS WHEN FORWARDED BY WAGON FROM THE RAILWAY TERMINAL.

Another case involved freight rates over the Eureka Springs Railway and the St. Louis and San Francisco Railway between points in Missouri and points in Arkansas. The Eureka Springs and St. Louis and San Francisco Railway Companies had formed a line of transportation and established joint rates and charges over it between St. Louis and Springfield, Mo., and Eureka Springs, Ark., the southern terminus

of the line and the end of the track or road of the Eureka Springs Railway Company, and by arrangement between them and the Harrison Transportation Company they attempted to extend their line beyond Eureka Springs to Harrison, Berryville, and other points in Arkansas not reached by the line of railway. The transportation between Eureka Springs, Harrison, Berryville, and such other points in Arkansas was conducted or effected by teams nominally under the supervision of the transportation company. For transportation of freight consigned to Eureka Springs the railway companies charged considerably more, and on the higher classes from 25 to 60 per cent more, than they did for carrying freight to Eureka Springs to be forwarded by wagon to Harrison and other points beyond Eureka Springs. These unequal transportation charges to Eureka Springs were for equal distances over the same line.

The Commission held that the provisions of the act to regulate commerce do not apply to transportation by team or wagon, and that neither the joint tariffs nor the arrangement of defendants with the Harrison Transportation Company made them joint carriers with the transportation company, nor carriers at all beyond Eureka Springs. The fact that traffic was hauled from Eureka Springs by wagon did not constitute substantially dissimilar circumstances and conditions in the transportation of such traffic to that point by the defendants within the meaning of the second section of the act. In collecting more from complainants and others for carrying goods to Eureka Springs, not to be forwarded, than they accepted for carrying goods of the same classes from the same places to Eureka Springs to be forwarded to points in the so-called Harrison transportation district, the carriers were guilty of unjust discrimination; and in denying to complainants and other shippers of articles to Eureka Springs, for use there or for distribution from that place, the same transportation charges which they accorded to shippers and receivers of like articles there to be forwarded to Harrison and other places for distribution, the carriers violated the provision against undue preference and unreasonable disadvantage.

REASONABLE FREIGHT RATES BETWEEN POINTS IN MISSOURI AND A POINT IN
ARKANSAS.

It was also alleged in this case that the freight rates from St. Louis and Springfield, and also from Seligman, Mo., to Eureka Springs, were unreasonable and unjust, and the Commission so found. It appeared that the current annual earnings of the defendants were not equal to the average for the past several years. If they had been, the Commission said, we would not hesitate to declare any rate between Eureka Springs and St. Louis or Springfield in excess of the rates so long and still conceded to shippers to or from the Harrison district unreasonable and unlawful; but in view of the temporary insufficient earnings, "we do not feel justified in declaring the Eureka Springs rates excessive

to the full extent of the discriminations so long made by the carriers against the complainants and other shippers and receivers of goods at that place." Under the circumstances, it was believed that only a moderate present reduction should be made.

POWER AND DUTY OF THE COMMISSION AS TO UNREASONABLE RATES SINCE DECISION OF THE SUPREME COURT IN "THE FREIGHT BUREAU CASES."

The above-mentioned case, involving the reasonableness of freight rates on the Eureka Springs Railway, was decided on August 21, after the decision of the Supreme Court in "The Freight Bureau Cases." The report of the Commission in this case concludes with the following statement:

While thus deciding that under the interstate commerce act power to prescribe rates which shall control in the future has in no case been given to the Commission, it is conceded that the act has given the Commission power "to determine what, in reference to the past, was reasonable and just, whether as maximum or minimum or absolute" rates. How this power to say what was reasonable and just in the past will benefit the public, correct any abuse, be of any advantage or afford any relief to shippers, who are made to pay whatever unreasonable rates and charges the carriers may in the future establish or continue to exact, is a matter about which the court gives no information. In the case first above cited (162 U. S., 184), the court said: "The reasonableness of the rate in a given case depends on the facts, and the function of the Commission is to consider the facts and give them their proper weight." What is their proper weight which can be given them as to the past? For what purpose is the Commission to consider them? How can the fact that the rates were unreasonable and unjust in the past be given or have any weight, while like unreasonable and unjust rates are, and may continue to be, exacted in the future? In this case (162 U. S., 184), the court adopted the view of the late Justice Jackson, that, "subject to the two leading prohibitions that their charges shall not be unjust or unreasonable, and that they shall not unjustly discriminate so as to give undue preference or advantage or subject to undue prejudice or disadvantage persons or traffic similarly circumstanced, the act to regulate commerce leaves common carriers as they were at common law."

We are here advised that the act to regulate commerce subjected common carriers to two leading prohibitions to which they were not subject at common law, one of which is that their charges shall not be unjust or unreasonable. Until the court decided to the contrary in the *Freight Bureau Cases*, it was believed that this prohibition meant that the charges of common carriers shall not be unreasonable and unjust in the future or after the time the act was passed. In these later cases the court says: "The fact that the carrier is given the power to establish in the first instance, and the right to change and the conditions of such change specified, is irresistible evidence that this action on the part of the carrier is not subordinate to and dependent upon the judgment of the Commission." But it is nowhere decided or claimed that under the interstate commerce or other act the right of the carrier to establish and to change its rates is subordinate to or dependent upon the judgment or action of any other tribunal; and, freed from the judgment and made independent of the Commission, interstate carriers are not subject to any provision of law requiring their rates and charges to be just or reasonable.

The first section of the act to regulate commerce provides that all charges made for any transportation service "shall be reasonable and just; and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful." Under the decision of the Supreme Court no charge for such service is prohibited. Reasonable and just rates are contemplated, not required.

Under the law so construed the Commission has power to say what in respect to the past was unreasonable and unjust; but as to rates complained of as unreasonable, unjust, and unlawful, and so found to be in the case under consideration, the Commission can make no provision or order for their reduction which the courts are required to enforce or the carriers are obliged to obey. Having, in the light of these decisions, given the facts due consideration, we ascertained, found, and reported the rates which would be reasonable from and to St. Louis, Springfield, and Seligman, Mo., to and from Eureka Springs, Ark., and have recommended that the carriers reduce and conform their charges to the facts so found and reported. This recommendation may impress the carriers only as may seem to accord with their own interests, since, in the present state of the law as declared by the court, common carriers have the power to establish, change, and exact rates independent of the judgment of the Commission.

The court concedes to the Commission power under the Interstate Commerce Act "to determine what, in reference to the past, was reasonable and just." In the case under consideration the Commission has determined that the rates complained of, and which are now charged by the defendants, were in the past and are now unjust, unreasonable, and in violation of the statute. The duty of notifying and requiring the defendants to cease and desist from such violations is enjoined upon the Commission by the following provision of the act:

"SEC. 15. That if in any case in which an investigation shall be made by said Commission it shall be made to appear to the satisfaction of the Commission, either by the testimony of witnesses or other evidence, that anything has been done or omitted to be done in violation of the provisions of this act, or of any law cognizable by said Commission, by any common carrier, or that any injury or damage has been sustained by the party or parties complaining, or by other parties aggrieved in consequence of any such violation, it shall be the duty of the Commission to forthwith cause a copy of its report in respect thereto to be delivered to such common carrier, together with a notice to said common carrier to cease and desist from such violation."

The order of the Commission in the above-mentioned Eureka Springs freight case, including its recommendations for the reduction of rates to Eureka Springs, was complied with by the carriers.

RULES OR REGULATIONS WHICH CHANGE OR AFFECT RATES.

A company engaged in Illinois in buying and shipping grain to Indianapolis, Cincinnati, and other points, complained that the Indiana, Decatur and Western Railway Company had in effect rules or regulations concerning minimum and maximum carload weights which varied with the capacity of the car furnished by it to the shipper, which resulted in increasing its public charges, and which were not shown upon the rate schedules. Upon a carload of corn shipped from Garretts, Ill., to Indianapolis, Ind., weighing 40,865 pounds, the published tariff rate was 7 cents a hundred pounds, equal to an aggregate charge of \$28.61, but the sum exacted by the carrier was \$32.72. The higher charge was made by reason of a circular requiring application of the less than carload rate of 13 cents to all weight of grain loaded in the car in excess of 4,000 pounds added to the marked capacity of the car. The car furnished for the shipment had a marked capacity of 30,000 pounds, the 13-cent rate was charged on 6,865 pounds, and the carload rate on the remainder. This regulation was not shown or

referred to on the schedule of rates, but was contained in a separately issued circular.

On a carload of 28,045 pounds of corn shipped from Camargo, Ill., to Indianapolis the charge for transportation was \$22.40, though at the 7-cent rate in force and actual weight the charge should not have exceeded \$19.63. And on a carload of 31,500 pounds of corn from Lintner, Ill., to Cincinnati the total charge exacted was \$42.05, though at the tariff rate of 10 cents in force it should have been only \$31.50. The higher charges made on these two shipments were based on other circulars issued separately from the tariff sheet and providing for a minimum carload weight of 4,000 pounds in one circular and 2,000 pounds in the other circular less than the marked capacity of the car, but not less than 28,000 pounds. The Camargo carload of 28,045 pounds was loaded in a car marked to carry 36,000 pounds, and the circular made the minimum weight 32,000 pounds instead of the actual weight stated. The Lintner shipment of 31,500 pounds was transportation in a car having a marked capacity of 50,000 pounds, and the circular applied on that shipment made the minimum weight 48,000 pounds, instead of the 31,500 pounds actual weight. Neither of these regulations was shown or referred to in the schedule of rates.

It was clear that the regulations changed, affected, or determined the charge, and under the requirements of the sixth section that every such regulation must be stated in the schedules of rates and charges, and that changes which advance or reduce the charge must be shown by printing new schedules or by plainly indicating such changes upon the existing rate sheet, it was held that the regulations were not in lawful effect, and had therefore been wrongfully enforced upon complainant's shipments. In fact, the rate sheets fixed a minimum of 28,000 pounds for cars generally, and no maximum, and the separately issued circulars containing the other minimum and maximum carload regulations were in conflict with the tariffs. Upon this branch of the case the Commission held that, under the law, complainant only had to consult the schedule showing defendant's rates and charges, and it was not bound to hunt through the carrier's posted files at the shipping stations for rules or regulations affecting or determining the transportation charges which were not stated or plainly indicated on the rate sheet itself.

In this connection the Commission called attention to the fact that shippers are bound by the rates specified in published tariffs as follows:

Profits of shippers or consignees are diminished by ultimately charging, under an involved set of rate schedules or according to some separate circular, a higher rate than was thought to be in effect at the place of shipment, and commercial transactions may, through such increase, even result in actual loss to one of the parties; the consignee may have resold the freight before receiving it, relying upon the terms of his own purchase, including the stated cost of transportation. Nevertheless, under the law as construed by the United States Supreme Court in *Gulf, C. & S. F. R. Co. v. Hefley* (158 U. S., 98; 39 L. ed., 910), carriers are not only entitled to exact their proper established rates, but they are bound to do so, and a lower rate stated in the bill of lading issued by the carrier to the shipper will not be enforced. Ship-

pers and consignees can not, therefore, depend for the lawful rate or charge upon what may be quoted by the carrier's agent, but they must be guided by the published rate sheets themselves. Such interpretation of the law emphasizes the legal duty of the carriers to make their schedules of rates comply precisely with the mandatory provisions in the statute concerning the contents and publication of such schedules in order that shippers may, upon inspection, be enabled to readily and accurately determine what rates, and what transportation rules affecting rates, are actually in force for any particular service.

While a supplement or amendment making slight changes in a tariff showing numerous rates has been regarded as substantial compliance with the statute, we have in this and other cases held that a considerable number of supplements or amendments to a rate sheet results in uncertainty and confusion, and is not in conformity with the law.

LEGALITY OF MAXIMUM AND MINIMUM CARLOAD WEIGHTS WHICH VARY ACCORDING TO CAPACITY OF CARS.

But this case involved a further question as to the legality of the regulations themselves. Besides the maximum-weight rule, it appeared that the carriers had in force at the time of the decision four different minimum carload weights for corn: The capacity of the car on shipments to Indianapolis; 4,000 pounds less than car capacity on shipments to Cincinnati and other points; the capacity of the car ordered when such order can not be complied with, but this only on application to the superintendent, thus entailing more or less delay and at times loss to shippers; a general minimum of 28,000 pounds. The first three minimums were based upon dimensions of the carrier's cars; the last only was based upon the traffic, the way it is handled at stations, and the recognized course of commercial dealing. To Cincinnati and other points the carrier maintained only a single standard of 28,000 pounds for grain products, and the carload minimum fixed for nonexcepted articles in the freight classification used by the carrier was 24,000 pounds.

Other roads in the same section did not enforce minimum weights depending on the car capacity. While 4,000 pounds below the marked capacity and not less than 28,000 pounds might be reasonable for cars having the least capacity, such a minimum weight for a car of 50,000 pounds, when the shipper finds himself only able to load 30,000 and 40,000 pounds, becomes onerous and oppressive. We held that a maximum-weight rule of 4,000 pounds above the marked capacity, with reasonable increase of rate for overloading, is a proper provision against danger to life and destruction of property and works no serious hardship upon shippers, provided the minimum weight prescribed by the carrier is sufficiently below the marked capacity; that minimum carload weights which differ with the size of cars furnished by the carrier and whereby the minimum for one car may be 28,000 pounds while the least load for another car may be considerably more, and even as high as 56,000 pounds, are unjust and burdensome upon shippers and the traffic in grain over defendant's road; and that schedules plainly show-

ing, not only the rates, but any regulations of the carrier prescribing the maximum carload weight and a fixed and reasonable minimum weight for grain in carloads, must be published and kept open by the carrier at its several stations for convenient public inspection, so that patrons of the railway may determine for themselves, as the law leaves them to do, what transportation charges can lawfully be demanded of them for the carriage of their products.

Order was accordingly entered and the carrier was also required to refund the excess charges on the shipments mentioned. The carrier filed new tariffs showing its amended regulations, the money reparation ordered was paid, and no further complaint has been received.

TARIFF RATES OVER CONNECTING LINES.

The receivers of the New York and New England Railroad, a line running from Newburg, N. Y., into Connecticut and connecting in that State at several junction points with the New York, New Haven and Hartford Railroad, issued a sheet purporting to be a joint tariff of rates on coal from Newburg via such junctions to various points on the line of the New Haven Company. Complaint was made by the New Haven Company that the so-called joint tariff was not a lawful schedule, for the reasons that such tariff had never been agreed to by it; that no rate on coal from Newburg by the New England road had been authorized by it other than the local rates of the two roads to and from the points of junction, and that in the so-called joint tariff the New England Company charged for the haul on its road from Newburg to the points of connection less than its local tariff rates from Newburg to such points of connection. There was nothing on the tariff showing any participation by the New Haven Company, except the use of the word "joint," in connection with through rates named to points on the complaining line. The through rates named in this tariff were, as alleged, less than the sum of the local rates of the two roads; the complainant was paid in every case the full local rate from the point of junction to the place of destination, and it followed that the New England Company was accepting on this traffic less than its own established local charge from Newburg to the point of connection.

The amount so accepted by the New England Company varied according to the destination of the shipment. Thus, its charge from Newburg to Waterbury was 85 cents on coal destined to Union City and 67 cents on coal to be delivered at Beacon Falls, while its local rate from Newburg to Waterbury was \$1.20. The complainant carried coal to the same destinations which it received from connecting carriers at the city of New York, and on such coal the complainant secured a much longer haul over its own rails and consequently much greater compensation than it obtained when coal reached the same places via Newburg and delivered to it by the New England road.

The case presented the general question whether a carrier can add

to the local rates of a connecting company an amount different from its own established local charge and publish the same as a through rate lawfully in effect from a point on its road to a point on the connecting road against the objection and protest of the other carrier. The Commission held that such action is unlawful. The tariff involved was not a joint tariff, for the word *joint* implies agreement or mutual consent, and as referred to in the act the joint tariff over continuous lines or routes operated by more than one carrier is a tariff which "the *several* carriers" operating such a line or route *establish*. These terms import concurrence and assent in fixing aggregate rates for a combined service as distinct from the separate rates of a single carrier for transportation "upon its route." Nor did the tariff show the individual rates of the New England Company for transportation "upon its railroad." It only named aggregate rates over the two roads. The rate sheet was neither an individual schedule nor a joint tariff, and these are the only schedules provided for in the statute.

But it was argued that while the act only provides for two kinds of rates, it does not expressly prohibit the method of rate making followed by the New England Company, and that as that method was alleged to operate to public advantage, it ought to be sanctioned by the Commission. It seemed to us that the practice is forbidden by necessary implication from provisions in the statute. The first paragraphs of section 6 apply exclusively to rates which each carrier has established for transportation "upon its route," and require it to print and publish schedules of such rates, and the fourth paragraph makes it unlawful for the carrier to charge a greater or less sum for its services than is specified in its published schedule. This broad and unqualified provision constitutes the general rule of the statute. The subsequent paragraphs, so far as material to the question involved in the case, "merely qualify the rule in one respect and are in the nature of an exception to its plain and positive requirements." That exception "sanctions a recognized and definite class of through rates, namely, those resulting from the concurrent action of two or more carriers, but it furnishes no warrant for another and different class of rates not covered by its terms or included within its obvious purpose." As the exception confers no authority for the method of rate making complained of, we held that the practice must be deemed unlawful under the prohibition of the general rule.

The New England Company asserted that it merely followed a custom which has been universal among the railroads of the country. "That published tariffs in many cases sustain defendant's theory is not denied, but in most of those cases we think it will be found that the through rates themselves, whether lawfully established or otherwise, are in fact agreed to by all the participating carriers. In nearly every instance they are applied by virtue of open consent, long acquiescence, previous course of business, or other circumstances which imply agreement."

The precise point here was that the complaining carrier refused to unite in through rates less than a combination of locals, and protested against the use of such rates by a connecting carrier as unauthorized and unlawful for want of mutual consent. The decision also distinctly recognized the right of a carrier, in the absence of joint rates, to combine its own lawfully established rates with those of a connecting carrier, and thus announce the aggregate amount for which traffic will be carried from points on its road to points on the line of such connecting carrier.

PURCHASE AND SALE OF GRAIN BY A CARRIER TO HOLD THE TRANSPORTATION OVER ITS OWN LINE.

Our last annual report, beginning with page 75, contains an extended account of an investigation of grain rates from Missouri River points to points on and east of the Mississippi River, and the testimony taken during that investigation was subsequently printed by direction of the Senate. As stated in that report, and also set forth in an opinion of the Commission rendered in January last, the testimony disclosed that the Chicago Great Western Railway Company owned the entire stock of a corporation known as the Iowa Development Company, which had been organized for the purpose of holding the title to certain lands of the railway company; that the railway company caused grain to be purchased in the name of the development company, which it then transported over its line to Chicago, where it was sold upon the market; that the development company had no bona fide interest in the transaction; that, in fact, neither the development company nor the railway company purchased the grain for the purposes of ownership, and the whole transaction was prompted solely by the desire of the railway company to secure the transportation of the grain over its own line at other than the published rate; that the only transportation rate paid was the profit resulting from the purchase and sale of the grain, and this varied with each shipment. The result was, that although there were five other railway lines directly competing for this traffic between Kansas City and Chicago, many of them shorter and better equipped than the Great Western, that company carried for the period covered by this investigation nearly 70 per cent of all the corn moved between those points.

The rate actually received by the railway company was much less than was or would have been charged any other person for the same service under the same conditions. The transaction was clearly a departure from published rates, which is prohibited by the sixth section, and an unjust discrimination under the second and third sections, unless the railway company, by virtue of the fact that it owned the merchandise transported, was relieved from the operation of the act. We held that it was not. Granting that the railway company had the legal right under its charter to buy and sell its corn in this manner, still it must own it and transport it subject to the same limitations as

every other individual. "In its capacity of owner it was a private person; in its capacity of carrier it was a public servant. If it elected to become a private individual in respect of the ownership of this grain, it could extend to itself in its capacity as a public servant no other or different privileges than it extended to every other shipper."

The carrier was ordered to cease and desist from the practice so found unlawful.

RESHIPMENT OF GRAIN AT THE "BALANCE OF THE THROUGH RATE."

The other branch of this western grain rate investigation involved the legality of what is known as the "reshipping privileges at Kansas City," and the question was decided by the Commission in a separate opinion rendered June 29, 1897. The facts were quite fully stated in our last annual report, and the main points need only be recited here. Shipments of grain were carried to Kansas City, Mo., from points west thereof at local rates, and quantities of grain were afterwards reshipped and rebilled from Kansas City to Chicago or other destinations at the balance of the established through rate from the original point of shipment to Chicago or other ultimate destination, instead of the higher local rate in force from Kansas City to such destination. There was no agreement for through carriage between shipper and carrier at the original point of shipment, no other destination than Kansas City was named, and upon carriage of the grain to that point and delivery to consignee the transportation was completed and the local rate in effect to Kansas City was paid, but the practice was to allow the consignee or other owner of grain at Kansas City to ship from Kansas City to Chicago and other points at the "balance of the through rate," upon presentation of the paid expense bill to Kansas City and certification by a joint agent of carriers at Kansas City. Under this "expense-bill" practice it was practicable, through transfer of expense bills, to secure a lower "balance of through rate" than would result from deducting the local rate between the actual point of origin and Kansas City from the through rate between such point of origin and the final destination, and various other rate manipulations were possible.

The Commission held that such shipment to Kansas City and reshipment therefrom did not constitute a through shipment from the point of origin to the point of final destination, and grain so shipped and reshipped was not entitled to the benefit of the through rate in force; that the shipment from the point of origin to Kansas City was local, resulting in the grain becoming Kansas City grain, and the fact that it had come from a point farther west was no reason for applying on shipments of such grain from Kansas City any less or different rate than was in force from Kansas City. No opinion upon the practices of milling or reconsigning or holding in transit, when the shipment is a through shipment upon a through rate, was expressed.

POSTING OF RATE SCHEDULES.

In one of the decided cases it appeared that at one station the carrier neglected to post its printed rate schedules, and that in lieu thereof it posted notices to the effect that its freight and passenger tariffs were on file in the office of the station agent and might be examined upon application to him. No public inconvenience was shown to result from the practice, and the fact did appear that the schedules were so kept because they had, when posted, been repeatedly torn down and defaced. We held that this practice of the carrier was not in compliance with section 6, which requires the rate schedules to be posted in two conspicuous places in each depot or station where freight or passengers are received for transportation. The Commission also said:

The destruction of these schedules is usually due to thoughtlessness rather than malicious intent, and if the carrier would bind up those intended for public inspection in some permanent form, as suggested in Appendix 2 to the third annual report of this Commission, thereby giving an idea of greater importance to the document, the effect would probably be to prevent their defacement.

GROUP RATES ON VEGETABLES—CLASSIFICATION.

In the same case (*Rea v. Mobile and Ohio R. Co.*) the carrier had in effect a rate of 70 cents on second-class articles, including beans, and 44 cents on third-class articles, including tomatoes, which applied over a group of shipping stations covering a distance of 271 miles, namely, from Prichard, Ala., to Verona, Miss., and from this group the extreme distance to East St. Louis is 640 miles. In the next 200 miles beyond Verona and towards East St. Louis the rates to East St. Louis fell to 30 cents, second-class, and 22 cents third-class. We held that the higher rates were unlawful for Verona and *prima facie* unjustly discriminating and unreasonable as to the other less distant points in the 271-mile group, but the evidence was not full on this branch of the case and the matter was left open, without the issuance of order, to permit a readjustment of rates by the carrier, but with leave to the complainant to apply for an order if it should become necessary. No further application or complaint has been received. Some evidence was presented concerning the carrier's alleged unlawful practice of charging second-class rates on beans, while tomatoes were carried by it as third-class freight, but it was not sufficient to justify an order requiring a change in its classification. Still, the difference between the rates of 70 cents on beans and 44 cents on tomatoes from Verona, Miss., to East St. Louis, Ill., appeared excessive, the cost of transportation being nearly the same, and we held that this ought to be remedied.

DAMAGES FOR REFUSING TO FORWARD FREIGHT OVER AN EXISTING THROUGH ROUTE.

The complainant Rea, in the above-mentioned case, had in June, 1894, for shipment from Verona, Miss., a carload of potatoes upon which he was offered an advance of \$2.75 per barrel if he routed them to Cleve-

land, Ohio, over the Cleveland, Cincinnati, Chicago and St. Louis Railway. The carrier's agent refused to send them that way, and complainant, for this reason, was obliged to ship them to Cincinnati, Ohio, where he could only obtain \$2.25 per barrel, and his loss amounted to \$100. The Mobile and Ohio and the Cleveland, Cincinnati, Chicago and St. Louis Railway had through billing arrangements to Cleveland, but on account of a "strike" the latter found itself unable to handle its traffic, and the agent at Verona was so notified by his general freight agent; but such notice was dated June 27, and the refusal to so route complainant's potatoes occurred on June 7, while the running arrangement was still in full effect. Reparation to the amount of \$100 was ordered in favor of complainant.

LOWER RATES ON "EX-LAKE GRAIN" IN CARGO LOTS THAN ON SUCH GRAIN IN CARLOADS.

Carriers by rail from Buffalo, N. Y., established rates on grain received from lake vessels at that port, to New York and Philadelphia and points taking New York and Philadelphia rates, which were lower on so-called cargo lots of 10,000 bushels of oats and 8,000 bushels of other grain than on shipments of oats and such other grain in carload lots. Such cargo lots of 8,000 or 10,000 bushels, it was stated by defendants, represent the minimum bin capacity of lake vessels and of grain elevators, and the minimum quantity for which a lake bill of lading will be issued by any vessel, and they further averred that there is very active competition by the Erie Canal for the forwarding of lake grain eastward from Buffalo in cargo lots only, and to meet this competition it was necessary to make a lower eastward rate for cargo lots than for single carload shipments.

After the hearing the carriers modified their tariffs so that, with few exceptions, the lower rates for cargo lots were restricted to export shipments. Such modification removed the principal grievance complained of, and no evidence was offered concerning rates on shipments of grain for export. The complaint broadly alleged, however, that the less rate for cargo lots on shipments of ex-lake grain to seaboard points unlawfully discriminated against shippers of like grain in carloads, and this allegation covered rates on export as well as domestic shipments to the same port. The Commission held that the principle involved under lower rates for cargo or train load quantities than for carload shipments, whether for export or domestic use, violates the rule of equality and tends to defeat its just and wholesome purpose; and such purpose is not fully accomplished by making all cargo shippers pay the same rate and charging all carload shippers alike; that defendants should reconsider their grain tariffs with a view to amendment thereof in accordance with the opinion expressed, and that the case should remain open for such further action as may be deemed appropriate.

REGULATION OF ELECTRIC RAILWAYS UNDER THE ACT TO REGULATE COMMERCE.

In the case of *Willson v. The Rock Creek Railway Company* it appeared that a line of electric railway, lying partly in the District of Columbia and partly in the State of Maryland, is constructed upon or along public highways, and is essentially a street surface road for the conveyance of urban and suburban passengers. The carrier contended that the act to regulate commerce applies only to the ordinary steam railways, by which interstate traffic is mainly carried. But the Commission held that the terms of the statute in this regard are broad and general, and that it contains no exception indicating a design to exclude from its operation those interstate roads which are constructed upon public highways to provide the means for local passenger transportation in the streets of towns and cities and their various suburbs. "We see no reason to doubt that the authority of this enactment may be invoked for the regulation of carriers like the defendant if their business is actually interstate, whenever occasion arises for subjecting them to its restraints and requirements." (Two Commissioners dissented.)

A further question of jurisdiction was raised on behalf of the carrier by its plea that the law was inoperative in this case because the constitutional power of Congress to "regulate" commerce is confined to commerce "among the several States," and the District of Columbia is not a *State* within the meaning of that phrase. If such a proposition is correct as to commerce between the District of Columbia and an adjoining State, it is equally conclusive as to commerce between a State and an adjacent Territory, or between any two Territories; and it would necessarily follow that there is a large amount of internal commerce, and a vast variety of agencies employed in its transportation, which are not only uncontrolled by existing laws, either national or State, but which are beyond the reach of any legislative authority. We held that all internal commerce is either State or interstate; and as the commerce in which the defendant was engaged was not carried on within the limits of Maryland, but between that State and the District of Columbia, and is therefore not subject to regulation by Maryland laws, it must be within the jurisdiction of Congress and amenable to the regulating statute which it has enacted.

The defendant electric railway company and a land company, owning land and a suburban hotel along the line of railway, were distinct corporations, but under substantially the same ownership and control. The land company purchased passenger tickets of the railway company at full rates of fare, and sold them at half rates to guests of its hotel, to persons residing upon land which it had sold or otherwise transferred, and to others, but refused to sell such tickets at half rates to complainant, who, though living in the same locality, resided upon ground not acquired from the land company. It was held upon the evidence presented that no discrimination was practiced by the railway company; that the community of interest between the two corporations

resulting from common ownership was not made a device for enabling the railway company to evade its legal obligations; and that the action of the land company in discriminating between persons in the sale of tickets for the benefit of its separate business was not subject to correction by the Commission. (Two Commissioners dissented.)

THE OMAHA BRIDGE CASE.

Omaha and Council Bluffs, on opposite sides of the Missouri River, are connected by an expensive bridge owned and operated by the Union Pacific Railway and also used under lease by other carriers. The rates at Omaha and Council Bluffs are substantially the same to and from all points, except points in Iowa west of the west bank of the Mississippi River, and rates to and from those points are generally the bridge toll higher for Omaha than for Council Bluffs. Through rates from the South are made the same to both cities by the competition of railways operated on both sides of the Missouri River. Rates on freight articles from the West are the same to these cities and other common points as far east as Chicago, and are part of an extensive system of charges applied by the transcontinental lines. Rates from the East are as low to Omaha as to Council Bluffs; and this equality was brought about some fifteen years since by increasing rates to Council Bluffs to the amount of the bridge toll as it was then fixed. For reasons stated in the report, this parity of rates from Eastern points is of considerable advantage to Omaha.

The object of the complaint brought on behalf of Omaha was to secure an order requiring the carriers to give Omaha the same rates as Council Bluffs on traffic to and from points in Iowa, and thus give the two cities the same rates to and from all points. There was some evidence tending to show that the carriers had agreed to do this in 1882, but, as the public right to a just relation of rates between rival communities arises from provisions in the statute which forbid discriminating charges, we held that such right can not be abridged or enlarged by agreement of carriers with each other nor by promises made to shippers. In regard to the distributing trade in Iowa, it could not well be denied that Council Bluffs, situated in Iowa on the east bank of the Missouri River, has some natural advantage of location, and the carriers were not to be condemned for recognizing that fact in adjusting their charges. We also held, upon the whole rate situation of the two places, that the charge of unjust discrimination against Omaha was not sustained, and that the complaint should be dismissed without prejudice. (Two Commissioners dissented.)

MISCELLANEOUS DECISIONS.

A case involving the reasonableness of through or total freight charges from southern points to Kearney, Nebr., was dismissed. No joint through rates were published or filed, the defendant carriers either denied or did not admit the continuity of the shipment and car-

riage, and complainant submitted no proof*showing that the carriers made a through route in fact by their course of business.

Open-end envelopes, made by a different and cheaper process than that employed in the manufacture of other open-end or side envelopes, and usually from an inferior grade of paper, were nevertheless made, used, and shipped like merchandise envelopes, and not like paper bags, for which the carriers provided a lower classification and rate; and we held, in dismissing the complaint, that placing complainant's envelopes in the higher class, covering merchandise envelopes, was not unlawful.

On complaint of unlawful discrimination against Cincinnati in favor of Louisville through enforcing certain differentials above the rates from Louisville on traffic from Cincinnati to points in the Southern States, included in so-called "Montgomery and Southwestern Territory," it appeared that Cincinnati, on the north bank of the Ohio, and from which traffic to the South is carried over an expensive bridge, is under a natural disadvantage as to such traffic in comparison with Louisville, situated on the south bank of the river, and also about 100 miles nearer to the destination points in question. Moreover, if any improper discrimination actually resulted against Cincinnati, it was not shown whether the inequality arose from rates north or south of the Ohio, and carriers operating north of the river were not made parties. On the other hand, it did fairly appear that if the differentials should be entirely abolished, rates from a large section north of the Ohio would be against Louisville. The object of the complaint was to prohibit the differentials, and no other adjustment was prayed for. The complaint was dismissed.

Alleged undue prejudice, caused by the refusal of a carrier to provide and maintain a spur or side track from its line to complainant's mill and elevator at a point in South Dakota, was not sustained by the evidence adduced as to provision and maintenance of side tracks from the carrier's line to mills or elevators at other points in that State, and the complaint was accordingly dismissed.

In a case of relative rates on potatoes from points in Michigan to points in Texas, the demand of complainant was modified at the hearing so that a total rate to Texas points from Cadillac, Mich., which would not be more than 6 cents above the rate from Grand Rapids, Mich., would amount to satisfaction of the complaint. That relation having been made effective, the case was dismissed. It appeared, however, that defendants, operating southwest from the Mississippi River, charged their local or separately established rates on Cadillac shipments and accepted less than such charges on shipments from Grand Rapids and various other points of origin, and such practice of "shrinking" rates was not approved.

The points decided by the Commission up to the date of this report, with reference to volume and page in Interstate Commerce Commission Reports, the authorized publication of our decisions, are stated in Appendix B, hereto.

SAFETY APPLIANCES.

July 3, 1897, the Commission, with a view to ascertaining what progress had been made by various railroads to bring themselves within the requirements of sections 1 and 2 of the safety-appliance act, approved March 2, 1893, and becoming effective January 1, 1898, issued an order requiring all common carriers engaged in interstate commerce to report the total number of freight cars owned by them, and the estimated number which would be equipped January 1, 1898, with the train brake and automatic coupler.

In compliance with this order replies were received from 516 operating roads, reporting 1,167,926 cars as owned by them.

It was ascertained from other sources that 44 operating roads, with 1,892 freight cars, made no reply; 63 operating roads, with 5,306 freight cars, claimed not to be subject to the act, and 188 operating roads reported as owning no freight cars.

About October 1, 1897, the Chicago and Alton Railroad Company filed a petition with the Commission asking for an extension of time under the seventh section of the act, and similar petitions were also received from other carriers. In consequence of these, and for the purpose of considering at one time whatever applications of this sort might be made, the Commission, October 8, 1897, entered a general order addressed to all carriers engaged in interstate traffic, by which it was directed that any petitions which might be filed before November 15 should stand for hearing on December 1, 1897. The order further required that notice to the public of all such petitions should be given in a manner specified, and that there should be filed along with each petition a statement under oath, setting forth, among other things, the total number of freight cars owned by the petitioner which would be equipped with train brakes and automatic couplers on December 1, 1897.

A copy of this order was sent to all interstate carriers, and as a result 294 operating roads filed petitions with the Commission asking for an extension of time beyond January 1, 1898. These petitioning roads owned a total of 1,164,932 freight cars. Of these, 29 roads, owning 125,413 freight cars, reported that they would, on January 1, 1898, have all their cars equipped with the automatic coupler; 43 roads, owning 195,512 freight cars, more than 75 per cent and less than 100 per cent; 55 roads, owning 394,700 freight cars, more than 50 and less than 76 per cent; 48 roads, owning 240,716 freight cars, more than 25 and less than 51 per cent; 27 roads, owning 107,765 freight cars, more than 10 and less than 26 per cent; 20 roads, owning 74,901 freight cars, more than 1 and less than 11 per cent; while 72 roads, owning 25,925 freight cars, had equipped none of them with automatic couplers.

It will be seen, therefore, that all the freight cars owned by railroad companies were represented by these petitions except about 74,600, and it appears from the previous returns of September 1, 1897, that

about 39,264 of those cars are owned by companies which will have substantially completed their equipment with the coupler by January 1, 1898. It should be observed, however, that many cars used in interstate commerce are not owned by any railroad company, but are the property of private car companies who lease in various ways their cars to the carriers operating them. The number of such cars is estimated to be 121,768, approximately, and as to the progress which has been made in the equipment of these cars we are without any definite information.

More cars had been equipped with the coupler than with the air brake. As a rule the work of equipment has gone on together, so that the company which is farthest advanced in the matter of couplers is usually proportionally advanced with the train brake, but this is not invariably so. Some lines are practically all equipped with the air brake while they have made little progress with the coupler, this being due to the fact that their roads embrace such gradients that they have found it necessary to use the train brake without any reference to the law. Taking the roads in the whole country together, roughly speaking, there will be January 1 something over 60 per cent of the freight cars owned by railroad companies and used in interstate commerce equipped with the automatic coupler, and something over 40 per cent equipped with the train brake.

A full hearing was had upon these petitions on December 1 and days following. The carriers were very generally represented at this hearing and made whatever statements and arguments they desired. Various labor organizations were also represented, particularly those embracing trainmen and other railway employees, for whose benefit the law was largely enacted, and these representatives fully presented their views as to what should be done under the circumstances. Certain testimony was also taken under oath.

The length of extension asked for varied from one to five years, by far the greater number asking for the longer period. The reasons assigned were somewhat different, but in almost every case they had reference to the financial condition of the carrier. The Denver and Rio Grande Railroad, operating 1,646 miles of road, had gross earnings for the fiscal year ending June 30, 1893, of \$9,303,246, and for the year ending June 30, 1894, \$6,461,643, a falling off of more than 30 per cent. The decrease in net earnings was in the same ratio, and the operations of that road since have shown no substantial improvement. This, of course, is an extreme case, but it illustrates what, in a measure, was true with all railroad companies in the United States. Road after road which was thought to be perfectly solvent when this law was enacted went into the hands of receivers within the next twelve months. The net revenues of all the railroads in the United States fell off more than \$50,000,000 between the year ending June 30, 1893, and that ending June 30, 1894.

Without considering the other excuses urged in various instances, and without considering this excuse as applied to individual cases, the Commission was satisfied that the widespread financial depression which immediately followed the enactment of this law justified an extension of time. If for any reason a single company had lost a considerable part of its net revenue, owing to some unforeseen and unexpected disaster for the five years following the enactment of the law, it can hardly be doubted that that company would have been entitled to some relief within the contemplation of the law, and in the same way the general condition of affairs justified the granting of some more general relief.

Some companies had fully complied with the law, while other companies had made no serious effort to do so. There were a few instances in which companies had done substantially nothing toward compliance, although they had regularly paid dividends since its enactment. Such carriers do not apparently deserve the same consideration as does one that has done everything that could be reasonably required. An examination of the act leads to the conclusion that it was originally intended that relief might be granted in some instances and not in others, and that, perhaps, no general relief should be given at all, but the situation as a whole seemed to render any such application of the law at the present time impossible.

The first section prohibits a carrier from hauling a train in interstate traffic which is not controlled by train brakes. The second section provides that no carrier shall haul or permit to be hauled on its lines any car used in interstate traffic which is not equipped with the automatic coupler. The requirement, therefore, is not that a carrier shall equip its cars with the brake or the coupler, but that it shall not use in interstate traffic a train which is not controlled by the train brake or haul in interstate traffic a car not equipped with the automatic coupler. Now carriers do not use upon their lines their own cars altogether in the moving of interstate traffic. It appeared from the statements upon this hearing that from 40 to 65 per cent of the car mileage in such traffic was by foreign cars which came to the various roads in the interchange of business. To refuse to extend the time to a particular carrier was, therefore, to forbid that carrier to haul either its own or any other car not properly equipped. The road which had fully equipped, so far as its own equipment went, required an extension of time just as much as its connecting road, which had, perhaps, made no substantial progress in its equipment. To have refused to extend the time at all would have been to withdraw entirely from the interstate commerce of the country about 40 per cent of the freight cars, which would have been at the present time a very serious inconvenience to the public itself. The Commission felt, therefore, that any extension which was made must be made to all petitioning carriers alike.

It has been already said that most of the carriers asked a period of
H. Doc. 157—9

five years within which to complete their equipment, and they showed many reasons why they could so complete it in that time more economically than in a shorter time. The Commission thought, however, that this was not justified by the circumstances. There were many reasons why the task of equipment could not be begun immediately after the passage of this act. An examination of the returns of the different carriers shows that the greater part of the equipment has been put on within the last two years. The expense of equipping a car with the automatic coupler varies somewhat according to the work which must be expended in applying it to a particular car, apparently running from \$18 to \$35 per car. The Commission was satisfied that the greater part of the carriers could easily equip the balance of their freight cars within the next two years with the automatic coupler, and that there would be no undue hardship in requiring them to do so. There are undoubtedly cases where the carrier has made no substantial progress up to the present time in which it will be difficult to complete the equipment within that time, and there may be instances in which it can not be so completed, but those will be for the most part cases in which the carrier has not done up to the present time what it ought, and that carrier ought to suffer in the future some inconvenience for its dereliction in the past.

The first section of the act only requires that a sufficient number of cars shall be equipped with train brakes in each train so that the train may be controlled from the engine. The testimony showed that this varied in different localities and upon different lines from 20 per cent to practically the entire number. It seemed to be the opinion of the carriers that from 50 to 60 per cent of all freight cars ought to be so equipped, in order that in the ordinary course of business the law might be complied with. It is undoubtedly true that finally every freight car will be so equipped. It seemed probable that many companies might even at the present time bring themselves within that provision of the law, and it appeared that many carriers were practically operating their trains in that way now; but it seemed to the Commission, on the whole, that the same extension ought to be made in this case as in the case of the automatic coupler. We accordingly granted to all petitioning carriers an extension of two years with respect to both the first and second sections.

The whole number of train men employed during the year ending June 30, 1896, was 162,873. Of that number 1,073 were killed and 15,936 injured. Of these, again, 157 were killed and 6,457 injured in coupling and uncoupling cars, while 373 were killed and 3,115 injured by falling from trains and engines. Of other railroad employees, 72 were killed and 2,000 injured in coupling and uncoupling cars, and 99 killed and 783 injured by falling from trains and engines.

These figures appealed strongly to us against any undue extension. It was urged that when all carriers were within the law such casualties would, in the main, cease. However this may be, the law was undoubt-

edly enacted in that view, and careful consideration was given to that aspect of the case in disposing of it. The representatives of the railway employees thought that a year's extension should be granted, and no more. The Commission felt that the carriers could not possibly comply within that time, and that it was better for the employees themselves to fix a limit within which general compliance could and probably would be made.

We should, perhaps, add that the progress which carriers are actually making at the present time in putting on this equipment indicates that they have at last seriously undertaken this work. The Commission is of the opinion that at the expiration of the extension granted the great bulk of freight cars will be equipped, so that no general hardship will result from the enforcement of the law.

FORMAL PROCEEDINGS INSTITUTED BEFORE THE COMMISSION.

Thirty-four cases, involving the rates or practices of 273 carriers, have been instituted before or by the Commission during the year. The basis of complaint in each proceeding is as follows:

480. Passenger rates between Charleston and other points in South Carolina and Savannah, Ga. Violation of sections 1, 2, 3, and 4 alleged.

481 and 482. Refusal of connecting carriers to join with roads composing the Seaboard Air Line in through special or holiday excursions to and from points reached by the Seaboard Air Line, while permitting and joining in similar excursions with the Pennsylvania Railroad Company and the Southern Railway Company. Violation of sections 2 and 3 alleged.

483. Rates on grain from Missouri River points to Milwaukee, Chicago, and other points. Violation of sections 1 and 3 alleged.

484. Rates on hoop or band iron and steel and other barrel material from points in Ohio and Pennsylvania to Hawkinsville, Ga. Violation of sections 1, 2, 3, and 4 alleged. Reparation claimed.

485. Rates on staves, heading, and other barrel material from points in Tennessee, Arkansas, and Kentucky to Hawkinsville, Ga. Violation of sections 1, 2, 3, and 4 alleged. Reparation claimed.

486. Rates on asbestos roofing and pipe covering from Summerdale, Ill., to Lima, Ohio. Violation of sections 1, 2, 3, 4, 6, and 7 alleged. Reparation claimed.

487. Rates on oyster pails from Cincinnati and tin cans from Baltimore and Chicago to Biloxi, Miss., as compared with rates from the same points to New Orleans. Rate on coal from Brookwood, Ala., to Biloxi, Miss., as compared with the rate on coal from the same point to New Orleans. Rate on canned goods from Biloxi, Miss., to Atlanta, Ga., as compared with the rate from New Orleans to Atlanta. Rate on canned goods from Biloxi, Miss., to Montgomery, Ala., as compared with the rate on canned goods from New Orleans to Chicago. Rates on canned goods from Biloxi, Miss., to Cincinnati, Ohio, Louisville, Ky., Nashville and Knoxville, Tenn., Birmingham, Ala., Greensboro, N. C.

Baltimore, Md., and intermediate points. Failure to print and post rate schedules. Refusal to forward traffic over routes directed by shippers. Violation of sections 1, 3, 4, and 6 alleged.

488. Rates on vegetables from Gainesville and other points in Florida to New York, Boston, Philadelphia, Baltimore, Washington, and other northeastern cities. Violation of sections 1 and 3 alleged.

489. Rates on grain and grain products from or through Chicago and Chicago junction points and points taking Chicago rates to Atlantic seaports and intermediate destinations. Violation of act, particularly sections 2, 3, and 6, alleged.

490. Rates on cotton to and from Memphis, and other points in Tennessee, Alabama, and Mississippi. Rates on compressed and uncompressed cotton. Failure to publish and file proper rate schedules. "Floating cotton." Violation of sections 1, 2, 3, 4, and 6 alleged.

491. Unjust classification of nerve food with patent medicines instead of in a lower class with beer, mineral water, and other beverages. Violation of sections 1, 2, and 3 alleged.

492. Investigation of alleged unlawful rates and practices in grain transportation by the Chicago and Great Western Railway Company, supplementary to investigation, in which decision was rendered against the company on January 26, 1897. (7 I. C. C. Rep. 33.)

494. Higher rates on brick in carloads when received from a connecting line at a point in Pennsylvania than the carrier charged on local shipments of brick from the same point to the same destinations, and higher also than the carrier charged from more distant points of shipment on its own line. Violation of sections 1, 2, 3, 4, and 6 alleged.

495. Charges in excess of tariff rates on coal from Kansas City to points in Kansas. Violation of sections 1, 2, 3, and 6 alleged. Reparation claimed.

496. Storage of property free or at nominal charges and waiver of car demurrage; acting as forwarding and distributing agents in reshipment or distribution of large shipments or quantities by carrier's agent in smaller lots as directed by owner. Failure to enforce published rules and regulations, and discrimination in granting storage privileges. Violation of sections 1, 2, 3, 4, 6, and 7 alleged.

497. Rates on iron pipe fittings shipped in cases from Philadelphia to Atlanta unduly higher than rates charged on shipments between the same points of such fittings on barrels. Violation of sections 1, 2, and 3 alleged.

498. Rates on kaolin in carloads from Bath and Langley, S. C., to Augusta, Ga. Failure to publish and file tariff. Violation of sections 1, 2, and 3 alleged.

499. Discrimination in furnishing cars for coal to be shipped from complainant's mines in the Pocahontas coal field, West Virginia, and preference in that respect of a combination of operators controlling all the other mines in that field. Violation of section 3 alleged.

500. Rates on barytes from Gardner, Va., over a rail and water line

to New York as compared with the rate from Hot Springs, Va., by that line to New York, and refusal to allow free lighterage at New York on Gardner shipments, though such free lighterage is granted to barytes shipments from Hot Springs. Violation of sections 1, 2, and 3 alleged.

501. Charge in excess of tariff rates on a carload of peaches shipped from Benton Harbor, Mich., to Bridgeport, Conn. Violation of sections 1, 2, 3, and 6 alleged.

502. Discrimination in demurrage charges and time allowed for unloading cars loaded with grain shipped to interior points in favor of coal and other commodities consigned to New York, Philadelphia, and other seaboard points. Violation of sections 1, 2, 3, and 4 alleged.

504. Rates on babbitt metal and other freights from Chicago to Butte, Mont., as compared with lower rates from Chicago to Northern Pacific coast points. Violation of sections 1, 2, 3, and 4 alleged.

506. Rates on live poultry and other commodities from Marshfield and other points in Missouri to Chicago, Ill., as compared with lower rates for longer distances on like freight shipped from Springfield and other Missouri points to Chicago. Refusal to make joint rates from Marshfield and said other points, though such rates are in force from Springfield and other stations. Violation of sections 1, 2, 3, and 4 alleged.

507. Rates on freight articles from St. Louis, Louisville, Cincinnati, Nashville, Birmingham, and New Orleans higher for the shorter distance to Valdosta, Ga., than for the longer distance to Savannah, Ga., Jacksonville or Palatka, Fla. Violation of sections 1, 2, 3, and 4 alleged.

508. Rates on freight articles from New York, Cincinnati, Nashville, Chattanooga, and New Orleans higher for the shorter distance to Dawson, Ga., than for the longer distance to Americus, Albany, or Georgetown, Ga., or Eufaula, Ala. Violation of sections 1, 2, 3, and 4 alleged.

509. Complaint against rail and water lines similar to that in No. 496 against all-rail lines.

510. Rates on freight articles between Greensboro, Durham, and Raleigh, N. C., and Philadelphia, New York, Baltimore, Boston, and Providence higher than rates on like freight for shorter distances by defendant lines between Danville, Va., and Philadelphia and New York, Baltimore, Boston, or Providence. Violation of sections 1, 2, 3, and 4 alleged.

511. Rates on freight articles between Baltimore, Philadelphia, New York, Boston, and Providence, and points in North Carolina, Catawba to Paint Rock, inclusive, higher for shorter distances than rates on like traffic carried over longer distances between Baltimore, Philadelphia, New York, Boston, or Providence and Morristown or Knoxville, Tenn. Violation of sections 1, 2, 3, and 4 alleged.

513. Rates from Chicago and other points, Mississippi River points and Missouri River points, to Denver and other Colorado points less than for shorter distances over same line. Violation of section 4 alleged.

514. Petition of milk shippers over Ulster and Delaware and West Shore Railroads from points in New York to Weehawken, N. J., for modification of order entered March 13, 1897, in case of Milk Producers' Protective Association.

516. Rates on freight articles from Cincinnati, East St. Louis, Louisville, Chicago, and Indianapolis higher to Greensboro, Durham, and Raleigh, N. C., and other points than to Norfolk, Va. Violation of sections 1, 2, 3, and 4 alleged.

516. Rate on vegetables from Anna, Ill., to Milwaukee, Wis. Violation of sections 1, 2, and 3 alleged.

518. Rates on freight articles to Cincinnati, East St. Louis, Louisville, Chicago, and Indianapolis higher from Greensboro, Durham, and Raleigh, N. C., and other points in North Carolina than from Norfolk, Va., and Virginia common points. Violation of sections 1, 2, 3, and 4 alleged.

Of the complaints above described the following have been dismissed, withdrawn, or satisfied by action of the carriers: 481, 482, 491, 494, 495, 501.

Applications for relief from the operation of the fourth section have been filed as follows:

493. Application of Great Northern Railway Company and others for relief from the operation of section 4 in the transportation of passengers to and from points in the Kootenai mining district in British Columbia.

503. Application of Chicago and Eastern Illinois for relief from the operation of section 4 in respect of freight transportation between Chicago, Ill., and La Crosse, Wilders, Wheatfield, and Fair Oaks, Ind., longer-distance points, and intermediate stations in Indiana.

505. Application of Delaware, Lackawanna and Western Railroad Company for relief from operation of fourth section in respect of freight transportation to Chicago, Ill., for longer distances from Syracuse and other points in New York than for shorter distances over its line from points in New York between Little York and Atlanta, N. Y.

517. Application of the Missouri, Kansas and Texas Railway Company for relief from operation of section 4 in respect of freight transportation from St. Louis and other points for longer distances to Houston and Galveston than for shorter distances over the same line to Dallas, Fort Worth, and other points in Texas.

Case No. 512 relates to applications by carriers for extension of time beyond January 1, 1898, to comply with provisions of the safety-appliance act requiring cars and locomotives used in interstate commerce to be fitted with automatic couplers and train brakes.

Hearings and investigations held during the year have involved the following matters:

Relative rates on lumber from Eau Claire, Oshkosh, and La Crosse, Wis., and Winona and Minneapolis, Minn., to Missouri River points

(supplemental investigation). Freight rates to Kearney, Nebr., as compared with those charged to Omaha and other Missouri River points from points in Eastern, Southern, and Western States. Higher rates on sugar and molasses from New Orleans to Nashville, Tenn., than for the longer distance to Louisville, Ky. Higher freight rates from Cincinnati and Louisville to Gallatin, Tenn., than for the longer distance to Nashville, Tenn. Relation of rates on corn from points in Kansas to Galveston, New Orleans, and other Texas and Louisiana destinations, as compared with rates on corn from Kansas City and other Missouri River points to the same destinations and as compared with rates charged to Eastern points. Rate on roofing slab from Leesport, Pa., for the shorter distance to Harlem River, N. Y., as compared with the rate for the longer distance from Leesport to Waterbury, Conn. Less than carload rates as compared with carload rates on freights from St. Louis and other points to points in Texas. Higher charges on grain and coal from East St. Louis and other points to Biloxi, Miss., than for the longer distances over the same line to New Orleans. Rates on leaf or stick bark as compared with the rates on ground bark from points in Virginia to points in New Jersey. Rates on cotton, naval stores, bacon, and other commodities between stations on a road in Florida and Alabama and Savannah, Ga., and as compared with rates on the same articles between such Florida and Alabama points and Pensacola, Mobile, and New Orleans; also greater charges on sugar from New York to such points in Florida and Alabama than for longer distances over the same line to Mobile and New Orleans. Rates on wheat from Nicholasville, Ky., to points in Tennessee and Georgia as compared with rates to the same destinations from Cincinnati, and from St. Louis, Chicago, and Milwaukee, and with wheat rates to the Atlantic Seaboard. Freight rates from New Orleans to Dallas, Tex., as compared with such rates from New Orleans to Kansas City and other Missouri River points; also rates on cotton from Dallas to New Orleans. Freight rates from St. Louis and other points to Dallas higher than rates charged for the longer distance from the same points to Galveston or Houston, Tex. Lower rates on export than on like kind of domestic traffic carried to the same ports from the same points of shipment; also transportation of export traffic at rates not authorized under schedules or tariffs filed and published as required by law. Higher rating of machine-compressed scoured wool under the western classification than is given to manufactured woolens and unscoured wool. Terminal or switching charges on cattle in carloads to and from stock yards at Chicago added to the established transportation rates from southwestern and western points of shipment. Relation of rates on grain, flour, provisions, and other produce, and rules and regulations governing the transportation to New York, Philadelphia, Baltimore, Newport News, Norfolk, and Boston from western points of shipment. Greater charges on freight from St. Louis, Nashville, and Chattanooga for the shorter distance to Hampton, Fla., than

for longer distances over the same line to other points in Florida. Rate on wine in carloads from San Francisco to Moorhead, Minn. Application for relief from operation of section 4 so as to authorize less charges for freight transportation from Colorado points to California terminals than for shorter distances over the same line, in the same direction. Relation of rates on fertilizers from Savannah and Charleston to points in Georgia, Alabama, and Florida. Charge on coal from Cumberland, Md., to North Garden, Va., as compared with charge on coal for the longer distance to Lynchburg, Va. Passenger rates between Charleston and other points in South Carolina and Savannah. Refusal of connecting carriers to join with the Seaboard Air Line roads in through special or holiday excursions. Rates on grain from Missouri River points to Milwaukee, Chicago, and other points. Rates to Hawkinsville, Ga., on hoop or band iron and steel and other barrel material from points in Ohio and Pennsylvania, and on staves, heading, and other barrel material from points in Tennessee, Arkansas, and Kentucky. Rates on asbestos roofing and pipe covering from Summerdale, Ill., to Lima, Ohio. Rates on oyster pails and tin cans from Cincinnati and other points to Biloxi, Miss., and on coal from Brookhead, Ala., to Biloxi, Miss. Rates on canned goods to Atlanta and other points from Biloxi; also failure to print and post tariffs and refusal to forward traffic over routes specified by shippers. Rates on vegetables from Gainesville and other points in Florida to New York and other northeastern cities. Rates on grain and grain products from or through Chicago and other points to Atlantic seaports and intermediate destinations. Cotton rates to and from Memphis and other points in Tennessee, Alabama, and Mississippi; also failure to publish and file rate schedules. Storage of property free or at nominal charges and waiving car demurrage; reshipment or distribution of large lots of freight by carrier's agent in smaller lots as directed by owner; also failure to enforce published rules and regulations and discriminations in granting storage privileges. Application of carriers for relief from operation of section 4 in transportation of passengers to and from points in the Kootenai mining district, British Columbia. Application of Chicago and Eastern Illinois Railroad Company for relief from operation of section 4 in respect of freight transportation between Chicago and points in Indiana. Application of Delaware, Lackawanna and Western Railroad Company for relief from operation of section 4 in respect of freight transportation to Chicago from Syracuse and other points in New York. Rates on live poultry and other commodities from Marshfield and other points in Missouri to Chicago, Ill. Discrimination in furnishing cars at mines in the Pocahontas coal field, West Virginia. Domestic and export rates on freight from western points to Boston.

Some of the matters were continued to enable the parties to file briefs, present oral argument, or take additional testimony. As in most years, the proceedings instituted and investigations made since our last report involve charges and practices in use by carriers through every

section of the country, affect many if not all industrial and commercial interests, and raise questions under all the regulating provisions of the statute. Such general complaint plainly indicates that the regulation provided by Congress, ineffectual though it may be, is nevertheless generally appealed to as the only existing means of relief to prejudiced localities and shippers, and that amendment of the law to the end that such regulation may be promptly enforced has become a public question of first importance.

In many formally instituted proceedings there has been some previous or preliminary examination of rate sheets and correspondence with carriers based upon an informal statement of grievance by the complaining party. Such preliminary examination and inquiry may and does prevent a multiplicity of contested cases, and shippers are also thereby enabled to proceed intelligently by formal complaint when resort to that procedure becomes necessary. Sometimes, after the preliminary inquiry has failed to result in relief to the complaining shipper, and a petition has been thereupon regularly filed with the Commission, the grievance is removed by action of the carrier.

CIVIL CASES PENDING IN THE COURTS.

Following is a statement of cases now pending in the courts to enforce orders of the Commission:

Interstate Commerce Commission v. Louisville and Nashville Railroad Company. Rates on coal. Pending in the United States circuit court of appeals, sixth judicial district.

Interstate Commerce Commission v. Louisville and Nashville Railroad Company. Middlesboro, Ky., long and short haul case. Pending in United States circuit court, southern district of Ohio.

Interstate Commerce Commission v. Clyde Steamship Company et al., and four other cases. Georgia railroad commission long and short haul cases. Three cases pending in United States circuit court, northern district of Georgia, and two cases pending in United States circuit court, southern district of Georgia.

Interstate Commerce Commission v. East Tennessee, Virginia and Georgia Railway Company. Chattanooga, Tenn., long and short haul case. Pending in United States circuit court, eastern district of Tennessee.

Interstate Commerce Commission v. Northern Pacific Railroad Company, et al. Fargo, N. Dak., long and short haul case. Pending in United States circuit court, district of North Dakota.

H. W. Behlmer v. South Carolina and Georgia Railroad Company et al. Summerville, S. C., long and short haul case. Pending in United States circuit court of appeals, fourth judicial circuit.

Interstate Commerce Commission v. Georgia Railroad Company. Inferior accommodations to colored passengers. Pending in United States circuit court, northern district of Georgia.

Interstate Commerce Commission v. Western New York and Pennsylvania Railroad Company et al. Discriminating rates on petroleum oil. Pending in United States circuit court, western district of Pennsylvania.

Interstate Commerce Commission v. Southern Railway Company et al. Piedmont, Ala., long and short haul case. Freight rates from Eastern cities. Pending in United States circuit court, northern district of Alabama, southern division.

Interstate Commerce Commission v. Southern Railway Company. Piedmont, Ala., long and short haul case. Freight rates from Chattanooga. Pending in United States circuit court, northern district of Alabama, southern division.

Brewer & Hanleiter v. Louisville and Nashville Railroad Company et al. Griffin, Ga., long and short haul and discrimination case. Pending in United States circuit court, southern district of Georgia.

The sixty-four mandamus proceedings, stated in our last report as having been instituted to compel carriers to file annual reports with the Commission, have mostly been settled by the filing of the required reports. A few of the matters are still pending, and some reported decisions are noticed under the head of "Court Decisions." Two petitions to compel the filing of annual reports have been filed by the Commission during the year.

CRIMINAL PROCEEDINGS.

On January 21, 1897, an indictment was returned, in the eastern district of Louisiana, charging L. S. Thorne and E. L. Sargeant, officers of the Texas and Pacific Railway Company, with violating the act to regulate commerce. They plead guilty when the case was called for trial. Each of the defendants was sentenced to pay a fine of \$4,000 and costs, and upon doing so they were released from custody. The offense, for which the convictions were had, consisted in providing for a cotton firm, doing business in this country and England, free storage of cotton which had been transported for it to New Orleans, thereby also enabling that firm to grade and classify the cotton with little expense. This resulted in greatly diminishing the terminal charges and in giving the firm a virtual monopoly in the cotton trade at New Orleans. The violations of law alleged in the indictment were unjust discrimination and deviation from published rates.

On February 24, an indictment was found by the Federal grand jury in the eastern district of Louisiana against J. C. Stubbs, William Mahl, C. W. Bein, and H. A. Jones, officers of the Southern Pacific Company, charging them with paying rebates and departing from established tariff rates. The case is still pending. The other pending cases are: *United States v. De Coursey*, Northern District of New York; *United States v. Dick et al.*, Western District of Pennsylvania.

NATIONAL CONVENTION OF RAILROAD COMMISSIONERS.

The ninth annual convention of railroad commissioners was held at St. Louis, Mo., on May 11 and 12, 1897. Representatives from nineteen States were in attendance, and this Commission was also represented.

Reports of committees were presented on the following topics: (1) Legislation. (2) Delays attendant upon enforcing orders issued by railway commissions. (3) Railway statistics. (4) Uniform classification. (5) Powers, duties, and work of State railroad commissions.

The committee on legislation recommended, and the convention unanimously adopted, the following resolution:

Resolved, (1) That this convention does hereby urgently recommend the immediate passage by Congress of such legislation as will effectually prohibit the transportation evils and abuses described in the annual report of the Interstate Commerce Commission for the years 1890 to 1896, inclusive, and to this end attention is particularly called to the recommendations for legislation contained in the tenth annual report of said Commission. (2) That any modification of the act to regulate commerce intended to confer additional powers, privileges, or exemptions upon carriers engaged in interstate commerce, or persons acting for or under them, is hereby disapproved, unless such modification shall be recommended by the Commission created by said act and therein charged with the duty of executing and enforcing the provisions thereof. (3) That a copy of this resolution, attested by the signatures of the chairman and secretary of this convention, be transmitted to the Senate of the United States and to the House of Representatives of the United States.

The convention also adopted the report of the committee on delays attendant upon enforcing orders, including a resolution recommending Congress to provide that all causes commenced in or removed to a Federal court which involve the order or decision of any State railroad commission or the decision of any court affirming, reversing, or modifying the same, shall be advanced on the calendar of such Federal court and heard next after criminal cases.

The report of the committee on railway statistics was adopted. This report contained a resolution recommending legislation by Congress authorizing the Interstate Commerce Commission to appoint examiners of railway accounts; requiring railway corporations to file monthly as well as annual reports with the Commission; and providing for a bureau of statistics and accounts, to act under the direction of the Commission.

The committee on uniform classification reported that the pending Senate bill (No. 775) should be recommended for passage. That bill provides that this Commission be required to make and publish a national freight classification, including transportation rules and regulations, and amend the same from time to time as may become necessary; such classification, rules, and regulations to be applied invariably to interstate freight by all carriers subject to the act to regulate commerce. The report was unanimously adopted by the convention.

The following resolution in regard to ticket brokerage was also passed by unanimous vote:

Resolved, That this association indorses the objects and purposes of the measure now pending before Congress known as the antiscalping bill, believing that if it

becomes a law gross discriminations and frauds on the traveling public will be abolished. We earnestly urge upon the Members of Congress early and favorable consideration and action on said measure.

Interesting statements concerning the powers, duties, and work of the various commissions were read and discussed. Papers on the following subjects were read: "The People and their Railways;" "Mutual Interests and Obligations of Carriers and Shippers;" Congress Should Exercise its Exclusive Power of Regulating Commerce." These papers are included in the printed report of the proceedings.

Committees were appointed on the following subjects, to report to the next convention: Classification of construction expenses; classification of operating and construction expenses of electric railways; railway statistics; uniform classification; powers, duties, and work of railroad commissions; legislation; delays attendant upon enforcing orders of railroad commissions; safety appliances.

The next convention will be held in Washington, D. C., on May 10, 1898.

AMENDMENTS AND ADDITIONAL LEGISLATION.

Recurring to what is stated in the preceding pages, to make the act operative in accordance with its generally accepted objects and purposes and to give practical effect to its first, second, and third sections, which declare unjust and unreasonable rates and charges to be unlawful, and which in terms forbid unjust discriminations and undue preferences, the Commission recommends—

1. That section 6 of the act be amended to read as follows:

SEC. 6. That every common carrier subject to the provisions of this act shall file with the Interstate Commerce Commission, hereinafter provided for and herein called the Commission, schedules showing all the rates, fares, and charges for interstate transportation between points upon its own line and between points upon its own line and points upon other lines, when a joint rate has been established by agreement; and this shall apply although one point is situated in a foreign country, and when the route connecting two points in the United States passes through a foreign country. Such schedules shall plainly state the places between which such passengers and property will be carried, shall contain the classification of freight in force, and shall also state separately all terminal charges, including storage and all privileges or facilities which may be allowed other than those involved in the receipt, transportation, and delivery of property in ordinary course between two definite points, and any rules or regulations which in any wise change, affect, or determine any part or the aggregate of said rates, fares, and charges, or the value thereof to the shipper. Every such common carrier shall also file with said Commission copies of all contracts, agreements, or arrangements with other common carriers in relation to any traffic affected by the provisions of this act to which it may be a party.

The carrier shall plainly print such schedules in large type, and shall keep posted, for the use of the public, two copies in two public and conspicuous places in every depot, station, or office of such carrier where passengers or freight, respectively, are received for transportation, in

such manner that they shall be accessible to the public and can be conveniently inspected.

No change shall be made in the schedules of rates, fares, and charges filed and published as aforesaid unless the carrier files with the Commission a statement of such changes and posts new schedules, as hereinbefore provided, or plainly indicates such changes upon those already posted, at least sixty days before the taking effect of such changes; but the Commission may, for good cause shown, allow changes upon less than sixty days' notice, and it may do this either in a particular instance or by general order applicable to particular conditions and species of traffic.

The Commission may determine and prescribe the form in which the aforesaid schedules shall be prepared and printed and in which notice of changes shall be given, and may alter the same from time to time as may be found expedient.

No carrier shall, unless otherwise provided by this act, receive or participate in the interstate transportation of passengers or property, as defined in the first section of this act, unless the rates, fares, and charges upon which the same are transported by said carrier have been filed and published in accordance with the provisions of this section; nor shall any carrier charge or demand or collect or receive a greater or less or different compensation for such transportation of passengers or property, or for any service in connection therewith, between the points named in such schedules, than the rates, fares, and charges which are specified in the schedules filed and in effect at the time; nor shall any carrier refund or remit in any manner or by any device any portion of the rates, fares, and charges so specified, nor extend to any shipper any privileges or facilities in the receiving, storing, handling, or forwarding of property, except as specified in such schedules.

Any carrier, any officer, representative or agent of a carrier, or any receiver, trustee, lessee or agent who knowingly violates the provisions of the foregoing paragraph shall forfeit to the United States the sum of five thousand dollars for each offense. Every distinct violation shall be a separate offense, and in case of a continuing violation each day shall be deemed a separate offense. The forfeitures hereby imposed shall be recovered in the manner hereinafter provided.

Any freight shipped from the United States through a foreign country into the United States, the through rate on which shall not have been made public as required by this act, shall, before it is admitted into the United States from said foreign country, be subject to customs duties as if said freight were of foreign production; and any law in conflict with this section is hereby repealed.

Every rate, fare, and charge legally filed, published, and in effect shall be conclusively presumed to be a reasonable and lawful one until the Commission enters an order directing the carrier to show cause why said rate shall not be held to be unreasonable or otherwise in violation of law. This order may be entered by the Commission of its own motion, and shall be entered, as a matter of right, upon the filing with it, agreeably to the provisions of this act, of a formal complaint, specifying the particular in which it is alleged that the rate, fare, or charge is in violation of law. The carrier affected shall be forthwith notified and a full hearing had, as in other proceedings before the Commission, and all carriers interested may be made parties.

If the Commission is of the opinion that the rates, fares, or charges, as filed and published, or the classification, or the privileges, facilities, and regulations published in connection therewith are unreasonable or

otherwise in violation of law, it shall determine what are and will be reasonable and otherwise lawful rates, fares, charges, classification, privileges, facilities, or regulations, and shall prescribe the same, and shall order the carrier or carriers to file and publish, on or before a certain day, to take effect on a certain day, schedules in accordance with the decision of the Commission.

If any reduction is made in joint rates, fares, or charges by such order the Commission may determine, if the parties can not agree, what the divisions of such reduced rates, fares, or charges between the different lines shall be, or in what manner and in what proportion between the different lines the reduction shall be effected.

Such order of the Commission shall be deemed an administrative order, and shall be subject to the right of review in the carrier hereinafter provided for, and shall be enforced as are other final administrative orders under the sixteenth section by penalty or otherwise.

When an order made under this section, directing a change in the published rates, fares, charges, privileges, facilities or regulations, has become final, either because no proceedings in review have been instituted within the time limited, or because such proceedings have terminated, any party who, after the granting of the order to show cause as aforesaid, has paid a sum in excess of what would have been paid for the same service according to the decision of the Commission, may, within one year from the time when such order becomes final, and not after, apply in the same proceeding in which the change was ordered, and not elsewhere; and upon its being made to appear that a sum has been so paid in excess of what would have been paid for the same service according to the schedules as amended in accordance with the order of the Commission, an order shall be made directing the carrier to make restitution in such sum, with interest, to the party having paid the same. Such order shall stand like the other orders of the Commission for the payment of money, and shall be made, served, and enforced as is provided in case of such orders in the fifteenth and sixteenth sections of this act.

A rate, fare, or charge established by the order of the Commission shall not be increased nor shall a classification, privilege, facility, or regulation so established be departed from without the consent of the Commission, granted upon application of the carrier after due notice and upon full hearing. Rates, fares, or charges for a service, not in excess of those fixed by an order of the Commission, shall be conclusively deemed to be reasonable until the making of an order by the Commission, after full hearing, that the same shall be further reduced, and until such order has become final as defined in the sixteenth section.

This section shall not affect rights or causes of action which may have accrued previous to its passage, nor the method of enforcing the same.

That section 15 be amended to read as follows:

SEC. 15. If after full hearing it is determined that any party complainant is entitled to an award of damages under the provisions of this act for a violation of its provisions, the Commission shall make an order directing the carrier to pay to the complainant the sum to which he is entitled on or before a day named. If, after such hearing, it is determined that any carrier is in violation of the provisions of this act, the Commission shall make an order directing such carrier to cease and desist from such further violation, and shall prescribe in such order

the thing which the carrier is required to do or not to do for the future to bring itself into conformity with the provisions of this act; and in so doing it shall have power (a) to fix a maximum rate covering the entire cost of the service, (b) to fix both a maximum and minimum rate when that may be necessary to prevent discrimination under the third section, (c) to determine the divisions between carriers of a joint rate and the terms and conditions under which business shall be interchanged when that is necessary to an execution of the provisions of this act, (d) to make changes in classification, (e) to so amend the rules and regulations under which traffic moves as to bring them into conformity with the provisions of this act.

The foregoing enumeration of powers shall not exclude any power which the Commission would otherwise have in the making of an order under the provisions of this act. An order not for the payment of money shall be termed an administrative order.

Every order shall fix the date when it is to take effect, which shall in no case be less than ten and ordinarily not less than thirty days from the service of such order upon the carrier. Such order shall be forthwith served by mailing to any one of the principal officers or agents of the carrier at his usual place of business a copy of the report and opinion of the Commission, together with a copy of the order, and the registry mail receipt shall be *prima facie* evidence of the receipt of such order by the carrier in due course of mail.

That section 16 be amended to read as follows:

SEC. 16. If a carrier does not comply with an order for the payment of money within the time limited in such order, the complainant may file in the circuit court of the United States for the district in which he resides, or in which is located the principal office of the defendant, or through which the road of the defendant runs, a petition setting forth briefly the causes for which he claims damages and the order of the Commission in the premises. This petition shall be returnable and served upon the defendant carrier like a writ of summons. Upon due service and entry of said petition in said court there shall be pending in such court upon the law side a civil suit for the recovery of such damages, which shall proceed from then on in all respects like a civil suit for that cause of action, except that the order of the Commission shall be *prima facie* evidence of the facts therein stated, and except that further the complainant shall not be liable for costs in the circuit court, nor for costs at any subsequent stage of the proceedings unless they accrue upon his appeal. If the complainant finally recovers, he shall be allowed a reasonable attorney's fee, to be taxed and collected as a part of the costs of the suit. All complaints for the recovery of damages shall be filed with the Commission within three years from the time the cause of action accrues and not after, and a petition for the enforcement of an order for the payment of money shall be filed in the circuit court within two years from the date of the order and not after.

Any carrier may, within thirty days from the service of an administrative order upon it, begin in the circuit court of the United States for the district in which its principal operating office is situated, and if several carriers join in such proceedings, in the district in which any one of them has its principal operating office, proceedings to review such order. Such proceedings shall be begun by filing in the circuit court a petition which shall briefly state the matters embraced in such order and the particulars in which it is alleged to be erroneous. If the

order is made in a suit in which there is a complainant, the petition shall be served upon him like a bill in equity. In every case the petitioner shall, immediately after the filing of such petition in the circuit court, file with the Interstate Commerce Commission a copy of the same.

Upon the filing of such a petition the clerk of such circuit court shall at once notify the Commission that such a petition has been filed, and the Commission shall thereupon, within twenty days from the receipt of such notice, cause to be filed in such court a complete certified copy of all proceedings had before it in said cause, which shall include the pleadings, the testimony and exhibits, together with the report and opinion of the Commission and its orders in the premises. If it is impracticable to send up a copy of any exhibit, the exhibit itself may be forwarded.

If either party desires to take additional testimony for use in the circuit court he may apply to such court, and if the court is of the opinion that such testimony is material to the disposition of the case and either could not have been or, under all the circumstances, ought not to have been taken before the Commission, it may instruct the Commission to take and send up such further testimony, and thereupon such testimony shall be taken before one or more commissioners and duly certified to the circuit court.

The case as certified from the Commission, together with any additional testimony taken as above, shall be the record upon which it shall be heard by the circuit court. If that court, upon such record, is of the opinion that the order of the Commission was not a lawful, just, and reasonable one, it shall vacate the order; otherwise it shall dismiss the proceedings in review. In either case it shall file with its decision a statement of the reasons upon which that decision proceeds, which shall be certified to the Commission. If the order is vacated the Commission may proceed either to reopen the case for further hearing or to dispose of it by the making of a new order upon the then record, and from any subsequent order there shall be the same right of review.

Upon the filing of a petition for review the circuit court may, upon such notice to the complainant, if there be one, and to the Commission, as the court deems proper, extend the time within which such order shall take effect, not to exceed in all forty days from the date of service upon the carrier. The court may also, if upon an inspection of the record it plainly appears that the order proceeds upon some error of law or is unjust and unreasonable on the facts, and not otherwise, suspend the operation of the order during the pendency of the proceedings in review, or until further order of the court.

If there is no complainant the defense in such proceedings for review shall be undertaken by the United States district attorney for that district, under the direction of the Attorney-General of the United States, and the costs and expenses of such proceedings shall be paid out of the appropriation for the expenses of the courts of the United States. In such cases the United States shall be regarded as a party defendant.

Either party may appeal from the judgment of the circuit court to the circuit court of appeals in the same manner that an appeal is taken in equity causes; and if the subject in dispute exceeds one thousand dollars or the record presents a question which would be reviewable in any case of law or equity by the Supreme Court irrespective of the amount involved, an appeal shall also lie from the circuit court of appeals to the Supreme Court of the United States. The circuit court, upon the taking of an appeal from its judgment,

shall determine whether or not the order is to remain effective during the pendency of the appeal, and the circuit court of appeals shall have the same power in case an appeal be taken from its judgment. If the effect of the order is suspended, such causes shall be given preference over all others, excepting criminal causes.

No costs shall be allowed the petitioner in the circuit court nor in any court to which said cause may subsequently pass unless it goes upon the appeal of the defendant, in which case the petitioner shall be allowed such costs as are occasioned by the appeal. If the proceedings in review are finally dismissed, the defendant shall have judgment for his costs, together with a reasonable attorney's fee, which shall be taxed as a part of such costs.

If no proceedings to review an administrative order made under either the sixth or fifteenth sections are begun within the time limited, or if the effect of such order has not been suspended by the court in case of such proceedings, or if such proceedings are vacated by the court, such order shall be known as a final administrative order. Any carrier, any officer, representative, or agent of a carrier, or any receiver, trustee, lessee, or agent, who knowingly fails to obey or disobeys a final administrative order shall forfeit to the United States the sum of five thousand dollars for each offense. Every distinct violation shall be a separate offense, and in case of a continuing violation each day shall be deemed a separate offense.

The forfeitures provided for in this act shall be payable into the Treasury of the United States, and shall be recoverable in a civil suit in the name of the United States brought in the district where the carrier has its principal office or in any district through which the road of the carrier runs. It shall be the duty of the various district attorneys, under the direction of the Attorney-General of the United States, to prosecute for the recovery of such penalties. The costs and expenses of such prosecutions shall be paid out of the appropriation for the expenses of the courts of the United States.

No carrier nor person shall for the same offense be liable for more than one of the forfeitures and penalties imposed by the sixth, tenth, and sixteenth sections of this act, and the beginning of proceedings under either section shall be a conclusive bar to proceedings for the same offense against the same person or carrier under either of the other sections.

If any carrier disobeys or neglects to obey a final administrative order, any party injured thereby, or the Commission in its own name, may apply to the circuit court in the district where such carrier has its principal office, or in any district through which the road of the carrier runs, for an enforcement of such order. Such application shall be by petition, which shall state the substance of the order and the respect in which the carrier has failed of obedience, and shall be served upon the carrier in such manner as the court may direct. If, upon such hearing as the court may determine to be necessary, it appears that the order was duly made and served and that the carrier is in disobedience of it, the court shall enforce obedience to said order by the issuing of a writ of injunction or other proper process, mandatory or otherwise, to restrain such carrier, its officers, agents, or representatives, from further disobedience of said order, or enjoin upon it or them obedience to the same; and in the enforcement of such process the court shall have those powers ordinarily exercised by it in compelling obedience to its writs of injunction and mandamus.

From any action or failure to act upon such petition an appeal shall

lie by either party to the circuit court of appeals for the proper circuit, and from that court, if the subject in dispute exceeds one thousand dollars or the record presents a question which would be reviewable in any case of law or equity by the Supreme Court, irrespective of the amount involved, to the Supreme Court of the United States, but such appeal shall not vacate or suspend any order made by the circuit court in the premises during the pendency of the appeal.

The copies of schedules and tariffs of rates, fares, and charges, and of all contracts, agreements, or arrangements between common carriers filed with the Commission as herein provided, and the statistics, tables, and figures contained in the annual reports of carriers made to the Commission as required by the provisions of this act, shall be preserved as public records in the custody of the Commission and shall be receivable in evidence as *prima facie* what they purport to be for the purpose of investigations by the Commission and in all judicial proceedings; and copies of, or extracts from, any of said schedules, tariffs, contracts, agreements, arrangements, or reports made public records as aforesaid, certified by the secretary of the Commission under its seal, shall be receivable in evidence with like effect as the original.

Sections fifteen and sixteen, as hereby amended, shall not apply to any proceedings now pending, but all such proceedings shall be conducted and disposed of as if this act had not been passed; and the said sections are hereby continued in force as to such proceedings.

2. To enable the Commission to determine after investigation and upon due hearing when greater charges may be made for shorter distances and the extent of any such greater charges, it is further recommended that section 4 be so amended as to read:

SEC. 4. The Commission created by this act may, in its discretion, upon notice and hearing, prohibit any common carrier subject to the provisions of this act from charging or receiving any greater compensation in the aggregate for the transportation of passengers or like kind of property for a shorter than for a longer distance, over the same line in the same direction, the shorter being included within the longer distance, or may, upon such notice and hearing, prescribe the extent to which such greater compensation may be received; but this shall not be construed as authorizing any common carrier within the terms of this act to charge or receive as great compensation for a shorter as for a longer distance.

3. To enable the Commission to obtain statistical information more promptly, it is further recommended that section 20 be amended to read:

SEC. 20. That the Commission is hereby authorized to require annual reports from all common carriers subject to the provisions of this act, and from the owners of all railroads which are used in interstate commerce as defined in this act; to prescribe the manner in which such reports shall be made, and to require from such carriers specific answers to all questions upon which the Commission may need information. Such annual reports shall show in detail the amount of capital stock issued, the amounts paid therefor, and the manner of payment for the same; the dividends paid, the surplus fund, if any, and the number of stockholders; the funded and floating debts and the interest paid thereon; the cost and value of the carrier's property, franchises, and equipments; the number of employees and the salaries paid each class; the amounts

expended for improvements each year, how expended, and the character of such improvements; the earnings and receipts from each branch of business and from all sources; the operating and other expenses; the balances of profit and loss, and a complete exhibit of the financial operations of the carrier each year, including an annual balance sheet. Such reports shall also contain such information in relation to rates or regulations concerning fares or freights, or agreements, arrangements, or contracts with other common carriers as the Commission may require; and the said Commission may, within its discretion, for the purpose of enabling it the better to carry out the purposes of this act, prescribe (if in the opinion of the Commission it is practicable to prescribe such uniformity and methods of keeping accounts) a period of time within which all common carriers subject to the provisions of this act shall have, as near as may be, a uniform system of accounts, and the manner in which such accounts shall be kept.

Said detailed reports shall contain all the required statistics for the period of twelve months ending on the 30th day of June in each year, and shall be made out under oath and filed with the Commission, at its office in Washington, on or before the 30th day of September then next following, unless additional time be granted in any case by the Commission; and if any carrier, person, or corporation subject to the provisions of this section shall fail to make and file said annual reports within the time above specified, or within the time extended by the Commission for making and filing the same, or shall fail to make specific answer to any question authorized by the provisions of this section within thirty days from the time it is lawfully required so to do, such party shall forfeit to the United States the sum of \$100 for each and every day it shall continue to be in default with respect thereto.

Said forfeiture shall be recovered in the manner provided for the recovery of forfeitures under the provisions of this act.

The oath required by this section may be taken before any person authorized to administer an oath by the laws of the State in which the same is taken.

4. If it is deemed wise to make more specific and detailed provision than that provided in the proposed sections for securing continuous carriage at through rates, it is recommended that the following be added to section 3 of the act:

The facilities to be so afforded shall include the due and reasonable receiving, forwarding, and delivering by every such common carrier, at the request of any other such common carrier, or at the request of any person or shipper interested in through traffic, of through traffic at through rates or fares: *Provided*, as follows:

(1) If any one of such common carriers shall desire to form a through route for interstate traffic, or any class thereof, over its own line, or any part thereof, in connection with the line or any part of the line of one or more other common carriers, or if any person or shipper interested in the shipment of through traffic shall desire a particular through route for such traffic, such carrier, person, or shipper shall address a request in writing to the common carrier or carriers constituting such through route, describing therein the proposed route specifically, and naming proposed through rates or fares and divisions thereof for such traffic, and shall deliver such request to such carrier or carriers, and also transmit a copy thereof to the Commission hereinafter named.

(2) If such common carrier or carriers shall not, within ten days after

receiving such request, make and serve and file with the Commission written objections, either to the proposed route or to the proposed rates, fares, or divisions, the same so far as not objected to shall be deemed agreed to; but if either the route, the rates or fares, or the divisions thereof are objected to, the objections shall be stated in writing and transmitted to the Commission.

(3) The Commission shall then have the power to determine whether, having regard to all the circumstances, the route proposed is demanded in the public interest and is a reasonable route for the traffic; and if the Commission shall so find and the rate or divisions are not assented to, the Commission shall have the further power to prescribe the same.

(4) But the Commission in any case, in apportioning the through rate, shall take into consideration all the circumstances of the case, including any special expense incurred in respect of the construction, maintenance, or work of the route, or any part thereof, as well as any special charges which any such common carrier may have been entitled to make in respect thereof.

(5) It shall not be lawful for the Commission in any case to compel any company to accept lower mileage rates than the mileage rates which such company may for the time being legally be charging for like traffic carried by a like mode of transit on any other line of communication between the same points, being the points of departure and arrival of the through route.

5. To make enforceable and effectual its penal provisions, we propose for consideration that section 10 of the act be amended to read:

1. Every person shall be deemed guilty of a misdemeanor who shall, directly or indirectly, do, or cause, procure, or solicit to be done, or assist, aid, or abet in the doing of any of the following acts, namely:

Any act of unjust discrimination as defined in this act.

Any fraudulent act or false representation by which transportation is obtained or attempted to be obtained at less than the lawfully established rate.

2. Said misdemeanors shall be punishable with a fine of not over \$5,000 or imprisonment for a term of not over one year, or both, for each offense.

3. Any advance or reduction in schedule rates, fares, or charges, whether the same is effected by a change of classification or by any device or means whatsoever, except as permitted by the sixth section of said act, or any charge, demand, collection, or reception of, or offer to make or accept any other or different compensation for, the transportation of traffic that is scheduled in conformity to the provisions of section 6 of said act shall be deemed a misdemeanor, and shall be punishable by a fine of not more than \$5,000 for each offense.

4. Every person who shall willfully do, or cause, procure, or solicit to be done, by any device or means whatsoever, any other thing in said act prohibited or declared to be unlawful, or omit to do, or cause, procure, or solicit to be omitted, anything in said act required to be done, or who shall otherwise assist, aid, or abet such willful deed or omission by any device or means whatsoever, or on whose behalf any violation of said act is accomplished, shall be deemed guilty of a misdemeanor, and upon conviction shall be punished by a fine of not more than five thousand dollars for each offense.

5. The word "person" shall be deemed to include every person acting on his own behalf or that of another, as agent, director, officer,

receiver, trustee, or otherwise, as carrier, either on the main line or to or from the terminals, consignor, consignee, freight or passenger agent, broker, expressman, or in any other way connected with the making or performance of a contract of carriage.

6. Every corporation which shall be guilty of any act or omission which, if done or omitted by an individual, would be a misdemeanor under the provisions of this act, shall be liable to a penalty of five thousand dollars for each offense.

7. Every violation of the act to regulate commerce shall be prosecuted in any court of the United States having jurisdiction of crimes within the district of which such offense is committed; and wherever the offense is begun in one jurisdiction and is completed in another, it may be dealt with, inquired of, tried, determined, and punished in either jurisdiction, or in any jurisdiction through which the traffic that is the subject of the violation shall pass in transit, in the same manner as if the offense had been actually and wholly committed there.

8. In construing and enforcing the provisions of this section, the act, omission, or failure of any officer, agent, or other person acting for or employed by any common carrier shall in every case also be deemed to be the act, omission, or failure of such carrier, as well as that of the person.

9. Whenever any carrier files or publishes a particular rate under the provisions of this act, or participates in any rate so filed or published, that rate, as against such carrier, its officers or agents, in any prosecution begun under this act, shall be conclusively deemed to be the legal rate, and any departure from such rate, or any offer to depart therefrom, shall be deemed unjust discrimination.

Whenever, on the trial of a defendant for a violation of this act, the defendant is shown to have given or aided, abetted, or assisted in the giving of a rate to one or more individuals, firm, company, or corporation, different from the rate or rates for the same service in the schedule of rates provided for by this act, such evidence shall be deemed evidence sufficient to authorize a conviction; and it shall not be necessary in any indictment hereunder for unjust discrimination to allege or to prove in the trial that other and less favorable rates were offered or granted to other shippers than the defendant, or to allege or prove the names of such shippers, the true intent of this being that the published schedule of rates shall be conclusive evidence that the rates therein provided were charged to the general public.

10. Any person who shall willfully testify falsely on an examination before any member of the Commission created by this act, or who in any certificate or report required by such Commission to be made under oath to enable them to carry out the provisions of this act, shall make any false or fraudulent statement, shall be deemed guilty of perjury, and be subject to the penalties provided in section 5392 of the Revised Statutes of the United States.

11. All offenses heretofore committed shall be prosecuted and punished as provided for in the laws existing at the time such offenses were committed, for which purpose all acts or parts thereof inconsistent with this act are continued in force.

6. An amendment requiring common carriers subject to the act to carry imported merchandise under the same tariffs and at the same rates as domestic merchandise is carried; and if Congress shall deem it wise to justify higher charges on domestic than on imported traffic,

then it is respectfully submitted that some provision of law be enacted under which it will be practicable to determine the extent to which discriminations shall be made, through lower rates, on freights of foreign origin.

7. In addition to the amendments above recommended, others necessary to effectual regulation are indicated in the several articles of this report. These include a bill pending in the Senate providing for uniform classification, and a bill pending in both the Senate and House prohibiting ticket brokerage.

All of which is respectfully submitted.

WM. R. MORRISON.
MARTIN A. KNAPP.
JUDSON C. CLEMENTS.
JAMES D. YEOMANS.
CHARLES A. PROUTY.

APPENDIX A.

NAMES AND COMPENSATION OF ALL EMPLOYEES, TOGETHER WITH A
STATEMENT OF APPROPRIATION AND EXPENDITURES.

APPROPRIATION, STATEMENT OF EXPENDITURES, AND PERSONS EMPLOYED BY THE COMMISSION.

STATEMENT OF APPROPRIATION AND AGGREGATE EXPENDITURES FOR THE INTER- STATE COMMERCE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30, 1897.

Sundry civil act, June 11, 1896.—For salaries of Commissioners, as provided by the “Act to regulate commerce”	\$37,500.00	
For salary of secretary, as provided by the “Act to regulate commerce”	3,500.00	
		\$41,000.00
For all other necessary expenditures to enable the Commission to give effect to and execute the provisions of the “Act to regulate commerce” ..	184,000.00	
Deficiency act, June 8, 1896.—“That the unexpended balances of the appropriation for the Interstate Commerce Commission, eighteen hundred and ninety-four and eighteen hundred and ninety-five, are hereby reappropriated and made available for expenditure during the fiscal years eighteen hundred and ninety-six and eighteen hundred and ninety-seven, to enable the Commission to properly carry out the objects of the ‘Act to regulate commerce’” (including expenses in the employment of counsel, under the limitations contained in said acts of appropriation), to give effect to, execute, and enforce the provisions of said act and all acts and amendments supplementary thereto.....	12,526.24	
		<u>237,526.24</u>
Amount paid as salaries to Commissioners and secretary	\$41,000.00	
Amount expended for all other purposes.....	193,909.44	
		<u>234,909.44</u>
Unexpended balance, June 30, 1897.....		2,616.80

DETAILED STATEMENT OF EXPENDITURES OF THE INTERSTATE COMMERCE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30, 1897.

Salaries of Commissioners and secretary	\$41,000.00
Employees:	
One assistant secretary, 12 months, at \$208.33 $\frac{1}{3}$ per month ..	\$2,500.00
One statistician, 12 months, at \$208.33 $\frac{1}{3}$ per month	2,500.00
One auditor, 12 months, at \$208.33 $\frac{1}{3}$ per month	2,500.00
One law clerk, 12 months, at \$208.33 $\frac{1}{3}$ per month	2,500.00
Two law clerks, 12 months, at \$166.66 $\frac{2}{3}$ per month	4,000.00
One law clerk, 2 months, at \$166.66 $\frac{2}{3}$ per month	333.33
One special agent, 12 months, at \$166.66 $\frac{2}{3}$ per month	2,000.00
Two clerks, 12 months, at \$137.50 per month	3,300.00
Six clerks, 12 months, at \$125 per month	9,000.00
Two clerks, 11 months, at \$125 per month	2,750.00
Three clerks, 12 months, at \$116.66 $\frac{2}{3}$ per month	4,200.00
Twenty-four clerks, 12 months, at \$100 per month	28,800.00
One clerk, 11 months and 27 days, at \$100 per month	1,187.10
One clerk, 11 months and 16 days, at \$100 per month	1,151.46
Ten clerks, 11 months, at \$100 per month	11,000.00

Employees—Continued.

One clerk, 7 months and 10 days, at \$100 per month	\$732.78	
Seven clerks, 12 months, at \$91.66 $\frac{2}{3}$ per month.....	7,700.00	
One clerk, 11 $\frac{1}{2}$ months and 14 $\frac{1}{2}$ days, at \$91.66 $\frac{2}{3}$ per month.	1,098.47	
One clerk, 11 $\frac{1}{2}$ months and 14 days, at \$91.66 $\frac{2}{3}$ per month.	1,097.05	
One clerk, 11 months and 11 days, at \$91.66 $\frac{2}{3}$ per month ..	1,041.93	
Two clerks, 11 months, at \$91.66 $\frac{2}{3}$ per month.....	2,016.68	
One clerk, 10 months, at \$91.66 $\frac{2}{3}$ per month.....	916.66	
One clerk, 3 months, at \$91.66 $\frac{2}{3}$ per month	275.00	
One clerk, 2 months and 11 days, at \$91.66 $\frac{2}{3}$ per month....	216.94	
One clerk, 11 months, at \$90 per month.....	990.00	
Six clerks, 12 months, at \$83.33 $\frac{1}{3}$ per month	6,000.00	
One clerk, 11 months and 4 days, at \$83.33 $\frac{1}{3}$ per month...	927.78	
One clerk, 11 months, at \$83.33 $\frac{1}{3}$ per month.....	916.66	
Twenty-one clerks, 12 months, at \$75 per month.....	18,900.00	
One clerk, 11 $\frac{1}{2}$ months and 14 $\frac{1}{2}$ days, at \$75 per month	898.75	
One clerk, 11 $\frac{1}{2}$ months and 2 days, at \$75 per month.....	867.33	
One clerk, 11 months and 10 days, at \$75 per month.....	849.19	
Eight clerks, 11 months, at \$75 per month	6,600.00	
One clerk, 10 $\frac{1}{2}$ months and 12 days, at \$75 per month.....	817.75	
One clerk, 10 $\frac{1}{2}$ months and 10 days, at \$75 per month.....	812.50	
Two clerks, 10 $\frac{1}{2}$ months, at \$75 per month	1,575.00	
One clerk, 10 months and 5 $\frac{1}{2}$ days, at \$75 per month.....	763.30	
One clerk, 10 months, at \$75 per month.....	750.00	
One clerk, 9 $\frac{1}{2}$ months and 11 days, at \$75 per month.....	740.00	
One clerk, 8 $\frac{1}{2}$ months and 9 days, at \$75 per month.....	659.27	
One clerk, 8 months and 9 $\frac{1}{2}$ days, at \$75 per month	622.81	
One clerk, 7 $\frac{1}{2}$ months, at \$75 per month.....	562.50	
One clerk, $\frac{1}{2}$ month and 6 days, at \$75 per month.....	52.01	
One clerk, $\frac{1}{2}$ month, at \$75 per month.....	37.50	
One clerk, 12 months, at \$70 per month.....	840.00	
Two clerks, 12 months, at \$60 per month.....	1,440.00	
One clerk, 1 $\frac{1}{2}$ months and 8 days, at \$60 per month.....	105.48	
Two clerks, 12 months, at \$50 per month	1,200.00	
Two messengers, 12 months, at \$60 per month.....	1,440.00	
Stenography and typewriting:		
352 hours, at 30 cents per hour	105.60	
Taking and transcribing 245 folios, at 25 cents per folio ..	61.25	
Typewriting 750 folios, at 7 cents per folio.....	52.50	
Typewriting 123 folios, at 5 cents per folio.....	6.15	
		\$142,410.73
Traveling expenses of the Commission from Washington to Baltimore, Philadelphia, New York, Buffalo, Boston, Oil City, Pittsburg, Chicago, St. Louis, Kansas City, Memphis, Atlanta, New Orleans, at divers times, and at Rochester, Providence, Cincinnati, Indianapolis, Ann Arbor, Dubuque, Mount Vernon, Sioux City, Omaha, Fortress Monroe, Rich- mond, Savannah, Biloxi, Grenada, Jacksonville, Holly Springs, Houston, Austin, Fort Worth, Dallas, Galveston, San Antonio, Waco:		
Railroad fares and accommodations while traveling, trans- portation of baggage, and omnibus fares	5,184.02	
Hotel bills and meals en route.....	3,546.60	
Telegrams, stationery, and extra messenger service, extra clerks, and stenographers	320.60	
		9,051.22

APPROPRIATIONS, EXPENDITURES, AND PERSONS EMPLOYED. 155

Rent of offices, fifth, sixth, seventh, and eighth floors, one room on third floor, and cellar (this charge includes heating, watchman, elevator, and water service)	\$11, 859. 92
Desks, chairs, bookcases, and filing cases	575. 97
Printing reports, decisions, circulars, orders, blanks, and stationery	12, 742. 98
Railway and law books	356. 25
Investigations and prosecutions of violations of law	12, 041. 26
Advertising	184. 37
Telegrams	301. 70
Janitor, ice, carrying mail, stamps, expressage, and incidental expenses.	4, 385. 04
Total amount of expenditures from July 1, 1896, to June 30, 1897..	234, 909. 44

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30, 1897.

Name.	Office.	Whence appointed.	Time employed.	Per month.
Martin S. Decker	Assistant secretary...	New York.....	1 year	\$208. 33 $\frac{1}{3}$
Henry C. Adams.....	Statistician	Michigan.....	do	208. 33 $\frac{1}{3}$
Jesse M. Smith	Auditor	Alabama	do	208. 33 $\frac{1}{3}$
Lewellyn A. Shaver...	Law clerk	do	do	208. 33 $\frac{1}{3}$
Geo. A. C. Christiancy	do	Colorado.....	do	166. 66 $\frac{2}{3}$
Henry Talbott.....	do	Illinois	do	166. 66 $\frac{2}{3}$
William P. Montague..	do	District of Columbia..	2 months	166. 66 $\frac{2}{3}$
John T. Marchand.....	Special agent	Pennsylvania.....	1 year.....	166. 66 $\frac{2}{3}$
George T. Roberts.....	Clerk	Vermont.....	do	137. 50
Walter E. Burleigh.....	do	New Hampshire	do	137. 50
Bloom D. Chapman	do	New York	do	125. 00
Frank Lyon	do	Virginia	do	125. 00
Daniel M. Wood	do	New York	do	125. 00
J. Howard Fishback.....	do	District of Columbia..	do	125. 00
John J. McAuliffe	do	do	do	125. 00
Samuel W. Briggs	do	Iowa.....	do	125. 00
Edward L. Pugh	do	Alabama.....	11 months	125. 00
William M. Hatch.....	do	Vermont.....	do	125. 00
John B. Lybrook.....	do	Virginia	1 year	116. 66 $\frac{2}{3}$
William H. Denlinger..	do	Illinois	do	116. 66 $\frac{2}{3}$
Robert G. Batten	do	Georgia.....	do	116. 66 $\frac{2}{3}$
Thomas Jackson.....	do	New York	do	100. 00
Nathan C. Munroe.....	do	Georgia.....	do	100. 00
Albert E. Furniss.....	do	Connecticut	do	100. 00
Jack F. Moss	do	Mississippi	do	100. 00
Edw. B. Blizzard	do	West Virginia	do	100. 00
Robert F. McMillan	do	District of Columbia..	do	100. 00
John A. Shearer	do	Pennsylvania.....	do	100. 00
Silas C. Robb	do	Kansas	do	100. 00
John H. Tilton.....	do	New Jersey.....	do	100. 00
James S. Fitzhugh.....	do	Texas	do	100. 00
William Connolly.....	do	North Dakota	do	100. 00
John F. Dwyer.....	do	Massachusetts.....	do	100. 00
Louis W. Perkins.....	do	Louisiana.....	do	100. 00
Alfred C. Smith.....	do	New York.....	do	100. 00
William A. King.....	do	do	do	100. 00
John S. Walker.....	do	Iowa.....	do	100. 00
Edward M. Graney	do	New York	do	100. 00
Livingston Vann	do	Florida	do	100. 00
Archibald H. Davis.....	do	North Carolina	do	100. 00
J. Fletcher Johnston.....	do	Kentucky	do	100. 00

156 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30,
1897—Continued.

Name.	Office.	Whence appointed.	Time employed.	Per month.
Charles H. Young.....	Clerk.....	Missouri.....	1 year.....	\$100. 00
H. S. Milstead.....	do.....	Virginia.....	do.....	100. 00
William W. Chance.....	do.....	Illinois.....	do.....	100. 00
Michael Hays Perry.....	do.....	New Jersey.....	do.....	100. 00
R. F. Kellam.....	do.....	Arkansas.....	11 months, 27 days..	100. 00
Joseph G. Blount.....	do.....	Georgia.....	11 months, 16 days..	100. 00
Harry G. Morison.....	do.....	New York.....	11 months.....	100. 00
Robert E. Lewis.....	do.....	District of Columbia..	do.....	100. 00
Frederick P. Russell..	do.....	Massachusetts.....	do.....	100. 00
Willoughby S. Chesley..	do.....	Maryland.....	do.....	100. 00
John H. Anderson.....	do.....	Indiana.....	do.....	100. 00
George O. Boal.....	do.....	Pennsylvania.....	do.....	100. 00
J. J. Lewis.....	do.....	Colorado.....	do.....	100. 00
Hart P. Grigsby.....	do.....	Kentucky.....	do.....	100. 00
Henry E. Kondrup.....	do.....	District of Columbia..	do.....	100. 00
Duncan L. Richmond..	do.....	do.....	do.....	100. 00
George M. Crosland.....	do.....	South Carolina.....	7 months, 10 days...	100. 00
John D. Nixon.....	do.....	Oklahoma.....	1 year.....	91. 66 $\frac{2}{3}$
John H. Clipper.....	do.....	Maryland.....	do.....	91. 66 $\frac{2}{3}$
Ervin C. Bowen.....	do.....	District of Columbia..	do.....	91. 66 $\frac{2}{3}$
Haviland Stevenson.....	do.....	South Carolina.....	do.....	91. 66 $\frac{2}{3}$
Walter W. Scott.....	do.....	Virginia.....	do.....	91. 66 $\frac{2}{3}$
George I. Thomas.....	do.....	Georgia.....	do.....	91. 66 $\frac{2}{3}$
Samuel D. Sterne.....	do.....	Iowa.....	do.....	91. 66 $\frac{2}{3}$
W. W. Matthews.....	do.....	Tennessee.....	11 $\frac{1}{2}$ months, 14 $\frac{1}{2}$ days..	91. 66 $\frac{2}{3}$
Zeb Vance Harris.....	do.....	North Carolina.....	11 $\frac{1}{2}$ months, 14 days..	91. 66 $\frac{2}{3}$
Raymond Loranx.....	do.....	Iowa.....	11 months, 11 days..	91. 66 $\frac{2}{3}$
James L. Murphy.....	do.....	Louisiana.....	11 months.....	91. 66 $\frac{2}{3}$
R. Wirt Washington..	do.....	Virginia.....	do.....	91. 66 $\frac{2}{3}$
F. H. Burr.....	do.....	Montana.....	10 months.....	91. 66 $\frac{2}{3}$
Miles J. Renick.....	do.....	Georgia.....	3 months.....	91. 66 $\frac{2}{3}$
J. B. Fitzgerald.....	do.....	do.....	2 months, 11 days...	91. 66 $\frac{2}{3}$
William R. Mack.....	do.....	Michigan.....	11 months.....	90. 00
Harry A. Bigley.....	do.....	District of Columbia..	1 year.....	83. 33 $\frac{1}{3}$
Richmond F. Bingham..	do.....	New Hampshire.....	do.....	83. 33 $\frac{1}{3}$
Gove S. Wilson.....	do.....	Delaware.....	do.....	83. 33 $\frac{1}{3}$
Charles Bingham.....	do.....	Pennsylvania.....	do.....	83. 33 $\frac{1}{3}$
Arthur F. Rudolph.....	do.....	South Dakota.....	do.....	83. 33 $\frac{1}{3}$
William M. Barrow.....	do.....	Tennessee.....	do.....	83. 33 $\frac{1}{3}$
James C. Jemison.....	do.....	Delaware.....	11 months, 4 days...	83. 33 $\frac{1}{3}$
John S. Copeland.....	do.....	Arkansas.....	11 months.....	83. 33 $\frac{1}{3}$
Carlton R. Willett.....	do.....	Texas.....	1 year.....	75. 00
Fontaine L. Carswell..	do.....	Georgia.....	do.....	75. 00
Joseph Reardon.....	do.....	Maine.....	do.....	75. 00
Edward G. Ward, jr....	do.....	New York.....	do.....	75. 00
William C. Borland.....	do.....	Idaho.....	do.....	75. 00
Alfred Holmead.....	do.....	District of Columbia..	do.....	75. 00
William C. Swain.....	do.....	do.....	do.....	75. 00
John A. Chapman.....	do.....	do.....	do.....	75. 00
James R. Pipes.....	do.....	West Virginia.....	do.....	75. 00
Henry A. Dwight.....	do.....	Iowa.....	do.....	75. 00
Harry C. Robinson.....	do.....	Vermont.....	do.....	75. 00
Silas H. Smith.....	do.....	Kentucky.....	do.....	75. 00
Charles S. Rockwood..	do.....	Massachusetts.....	do.....	75. 00

APPROPRIATIONS, EXPENDITURES, AND PERSONS EMPLOYED. 157

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30,
1897—Continued.

Name.	Office.	Whence appointed.	Time employed.	Per month.
Charles F. Gerry.....	Clerk.....	Maryland.....	1 year.....	\$75.00
Eugene L. Gaddess.....	do.....	Virginia.....	do.....	75.00
John C. C. Patterson.....	do.....	Maryland.....	do.....	75.00
Edward D. Anderson.....	do.....	Missouri.....	do.....	75.00
William R. England.....	do.....	Virginia.....	do.....	75.00
John Q. Eaton.....	do.....	New Hampshire.....	do.....	75.00
Matthew T. Pollock.....	do.....	Virginia.....	do.....	75.00
Kirk Fellows.....	do.....	Texas.....	do.....	75.00
George Q. Houlehan.....	do.....	Maine.....	11½ months, 14½ days..	75.00
Andrew Denham.....	do.....	Florida.....	11½ months, 2 days..	75.00
Bennet C. Taliaferro.....	do.....	Tennessee.....	11 months, 10 days..	75.00
J. D. McCafferty.....	do.....	Pennsylvania.....	11 months.....	75.00
T. Wingfield Bullock.....	do.....	Kentucky.....	do.....	75.00
William F. Craig.....	do.....	Pennsylvania.....	do.....	75.00
William S. Hardesty.....	do.....	Indiana.....	do.....	75.00
Edwin B. Smith.....	do.....	Texas.....	do.....	75.00
John G. Reeves.....	do.....	District of Columbia..	do.....	75.00
William A. Cox.....	do.....	Tennessee.....	do.....	75.00
Garrett J. Stack.....	do.....	Missouri.....	do.....	75.00
Pearson F. Marsh.....	do.....	Ohio.....	10½ months, 12 days..	75.00
Rolla D. Pope.....	do.....	Illinois.....	10½ months, 10 days..	75.00
Dixson H. Bynum.....	do.....	Indiana.....	10½ months.....	75.00
Henry S. Wetmore.....	do.....	Rhode Island.....	10½ months.....	75.00
Laurence J. McGee.....	do.....	Maryland.....	10 months, 5½ days..	75.00
C. W. Kendall.....	do.....	Colorado.....	10 months.....	75.00
Jesse D. Newton.....	do.....	Nebraska.....	9½ months, 11 days..	75.00
Lee McMillan.....	do.....	Mississippi.....	8½ months, 9 days..	75.00
Arthur F. Cassels.....	do.....	District of Columbia..	8 months, 9½ days..	75.00
Custis Clark.....	do.....	Indiana.....	7½ months.....	75.00
Robert A. Sedwick.....	do.....	Alabama.....	½ month, 6 days.....	75.00
Patrick H. Loughran.....	do.....	New York.....	½ month.....	75.00
Goldwin S. Patten.....	do.....	Maine.....	1 year.....	70.00
James H. Lewis.....	do.....	District of Columbia..	do.....	60.00
Earl J. Decker.....	do.....	Nebraska.....	do.....	60.00
Robert Sims.....	do.....	Illinois.....	1½ months, 8 days..	60.00
Frank C. Stratton.....	do.....	Kansas.....	1 year.....	50.00
Abram P. Worthington.....	do.....	Ohio.....	do.....	50.00
M. D. L. Harden.....	Messenger.....	Kansas.....	do.....	60.00
Thomas C. Kelly.....	do.....	District of Columbia..	do.....	60.00

LIST OF PERSONS EMPLOYED BY THE INTERSTATE COMMERCE COMMISSION DECEMBER 1, 1897.

Name.	Office.	Whence appointed.	Salary per month.
Martin S. Decker.....	Assistant secretary.....	New York.....	\$208.33½
Henry C. Adams.....	Statistician.....	Michigan.....	208.33½
Jesse H. Smith.....	Auditor.....	Alabama.....	208.33½
Lewellyn A. Shaver.....	Law clerk.....	do.....	208.33½
Geo. A. C. Christiancy.....	do.....	Colorado.....	166.66½
Henry Talbott.....	do.....	Illinois.....	166.66½

158 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

LIST OF PERSONS EMPLOYED BY THE INTERSTATE COMMERCE COMMISSION
DECEMBER 1, 1897—Continued.

Name.	Office.	Whence appointed.	Salary per month.
John T. Marchand.....	Special agent.....	Pennsylvania.....	\$166. 66 $\frac{2}{3}$
Walter E. Burleigh.....	Assistant statistician.....	New Hampshire.....	150. 00
Geo. T. Roberts.....	Clerk.....	Vermont.....	137. 50
Edward L. Pugh.....	do.....	Alabama.....	125. 00
William M. Hatch.....	do.....	Vermont.....	125. 00
Bloom D. Chapman.....	do.....	New York.....	125. 00
Frank Lyon.....	do.....	Virginia.....	125. 00
Daniel M. Wood.....	do.....	New York.....	125. 00
J. Howard Fishback.....	do.....	District of Columbia.....	125. 00
Jno. J. McAuliffe.....	do.....	do.....	125. 00
Samuel W. Briggs.....	do.....	Iowa.....	125. 00
John B. Lybrook.....	do.....	Virginia.....	125. 00
William H. Denlinger.....	do.....	Illinois.....	116. 66 $\frac{2}{3}$
Robert G. Batten.....	do.....	Georgia.....	116. 66 $\frac{2}{3}$
Jack F. Moss.....	do.....	Mississippi.....	112. 50
Robert F. McMillan.....	do.....	Indiana.....	112. 50
William Connolly.....	do.....	North Dakota.....	112. 50
William A. King.....	do.....	New York.....	108. 33 $\frac{1}{3}$
Livingston Vann.....	do.....	Florida.....	108. 33 $\frac{1}{3}$
Harry G. Morison.....	do.....	New York.....	105. 00
Thomas Jackson.....	do.....	do.....	105. 00
Nathan C. Monroe.....	do.....	Georgia.....	105. 00
Willoughby S. Chesley.....	do.....	Maryland.....	105. 00
H. S. Milstead.....	do.....	Virginia.....	105. 00
Albert E. Furniss.....	do.....	Connecticut.....	105. 00
James S. Fitzhugh.....	do.....	Texas.....	105. 00
John A. Shearer.....	do.....	Pennsylvania.....	105. 00
Silas C. Robb.....	do.....	Kansas.....	105. 00
John H. Tillton.....	do.....	New Jersey.....	105. 00
John H. Dwyer.....	do.....	Massachusetts.....	105. 00
Louis W. Perkins.....	do.....	Louisiana.....	105. 00
Alfred C. Smith.....	do.....	New York.....	105. 00
Michael Hays Perry.....	do.....	New Jersey.....	105. 00
Henry E. Kondrup.....	do.....	District of Columbia.....	105. 00
George O. Boal.....	do.....	Pennsylvania.....	105. 00
John S. Walker.....	do.....	Iowa.....	105. 00
J. J. Lewis.....	do.....	Colorado.....	105. 00
Edward M. Graney.....	do.....	New York.....	105. 00
Joseph G. Blount.....	do.....	Georgia.....	105. 00
Archibald H. Davis.....	do.....	North Carolina.....	105. 00
J. Fletcher Johnston.....	do.....	Kentucky.....	105. 00
Charles H. Young.....	do.....	Missouri.....	105. 00
R. F. Kellam.....	do.....	Arkansas.....	105. 00
Haviland Stevenson.....	do.....	South Carolina.....	104. 16 $\frac{2}{3}$
Raymond Loran.....	do.....	Iowa.....	104. 16 $\frac{2}{3}$
Robert E. Lewis.....	do.....	District of Columbia.....	100. 00
Edw. B. Blizzard.....	do.....	West Virginia.....	100. 00
George M. Crosland.....	do.....	South Carolina.....	100. 00
Frederick P. Russell.....	do.....	Massachusetts.....	100. 00
John H. Anderson.....	do.....	Indiana.....	100. 00
Hart P. Grigsby.....	do.....	Kentucky.....	100. 00
Duncan L. Richmond.....	do.....	District of Columbia.....	100. 00
William W. Chance.....	do.....	Illinois.....	100. 00

APPROPRIATIONS, EXPENDITURES, AND PERSONS EMPLOYED. 159

LIST OF PERSONS EMPLOYED BY THE INTERSTATE COMMERCE COMMISSION DECEMBER 1, 1897—Continued

Name.	Office.	Whence appointed.	Salary per month.
Ervin C. Bowen.....	Clerk.....	District of Columbia.....	\$100. 00
John D. Nixon.....	do.....	Oklahoma.....	100. 00
James L. Murphy.....	do.....	Louisiana.....	96. 66 $\frac{2}{3}$
R. Wirt Washington.....	do.....	Virginia.....	96. 66 $\frac{2}{3}$
Zeb Vance Harris.....	do.....	North Carolina.....	96. 66 $\frac{2}{3}$
Walter W. Scott.....	do.....	Virginia.....	96. 66 $\frac{2}{3}$
George I. Thomas.....	do.....	Georgia.....	96. 66 $\frac{2}{3}$
Samuel D. Sterne.....	do.....	Iowa.....	96. 66 $\frac{2}{3}$
John H. Clipper.....	do.....	Maryland.....	91. 66 $\frac{2}{3}$
W. W. Matthews.....	do.....	Tennessee.....	91. 66 $\frac{2}{3}$
Harry A. Bigley.....	do.....	District of Columbia.....	91. 66 $\frac{2}{3}$
James C. Jemison.....	do.....	Delaware.....	91. 66 $\frac{2}{3}$
Gove S. Wilson.....	do.....	do.....	91. 66 $\frac{2}{3}$
Charles Bingham.....	do.....	Pennsylvania.....	91. 66 $\frac{2}{3}$
William R. Mack.....	do.....	Michigan.....	90. 00
William M. Barrow.....	do.....	Tennessee.....	88. 33 $\frac{1}{3}$
Harry C. Robinson.....	do.....	Vermont.....	87. 50
John S. Copeland.....	do.....	Arkansas.....	83. 33 $\frac{1}{3}$
Richmond F. Bingham.....	do.....	New Hampshire.....	83. 33 $\frac{1}{3}$
Arthur F. Rudolph.....	do.....	South Dakota.....	83. 33 $\frac{1}{3}$
Eugene L. Gaddess.....	do.....	Virginia.....	83. 33 $\frac{1}{3}$
Charles F. Gerry.....	do.....	Maryland.....	83. 33 $\frac{1}{3}$
John C. C. Patterson.....	do.....	do.....	83. 33 $\frac{1}{3}$
Edward D. Anderson.....	do.....	Missouri.....	83. 33 $\frac{1}{3}$
Alfred Holmead.....	do.....	District of Columbia.....	83. 33 $\frac{1}{3}$
William C. Borland.....	do.....	Idaho.....	83. 33 $\frac{1}{3}$
William F. Craig.....	do.....	Pennsylvania.....	83. 33 $\frac{1}{3}$
Andrew Denham.....	do.....	Florida.....	83. 33 $\frac{1}{3}$
Garrett J. Stack.....	do.....	Missouri.....	83. 33 $\frac{1}{3}$
William R. England.....	do.....	Virginia.....	83. 33 $\frac{1}{3}$
Carlton R. Willett.....	do.....	Texas.....	80. 00
Pearson F. Marsh.....	do.....	Ohio.....	80. 00
Jesse D. Newton.....	do.....	Nebraska.....	80. 00
Fontaine L. Carswell.....	do.....	Georgia.....	80. 00
Edward G. Ward, jr.....	do.....	New York.....	80. 00
William C. Swain.....	do.....	District of Columbia.....	80. 00
William S. Hardesty.....	do.....	Indiana.....	80. 00
Dixson H. Bynum.....	do.....	do.....	80. 00
Henry A. Dwight.....	do.....	Iowa.....	80. 00
James R. Pipes.....	do.....	West Virginia.....	80. 00
George Q. Houlehan.....	do.....	Maine.....	80. 00
Silas H. Smith.....	do.....	Kentucky.....	80. 00
Charles S. Rockwood.....	do.....	Massachusetts.....	80. 00
John Q. Eaton.....	do.....	New Hampshire.....	80. 00
Matthew T. Pollock.....	do.....	Virginia.....	80. 00
Bennet C. Taliaferro.....	do.....	Tennessee.....	80. 00
J. D. McCafferty.....	do.....	Pennsylvania.....	75. 00
T. Wingfield Bullock.....	do.....	Kentucky.....	75. 00
Joseph Reardon.....	do.....	Maine.....	75. 00
Philip A. Robinson.....	do.....	New Hampshire.....	75. 00
Laurence J. McGee.....	do.....	Maryland.....	75. 00
John G. Reeves.....	do.....	District of Columbia.....	75. 00
C. W. Kendall.....	do.....	Colorado.....	75. 00

160 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

LIST OF PERSONS EMPLOYED BY THE INTERSTATE COMMERCE COMMISSION
DECEMBER 1, 1897—Continued.

Name.	Office.	Whence appointed.	Salary per month.
William A. Cox	Clerk	Tennessee	\$75. 00
Kirk Fellows.....	do	Texas	75. 00
Henry S. Wetmore	do	Rhode Island	75. 00
Edwin B. Smith	do	Texas	75. 00
Goldwin S. Patten.....	do	Maine	75. 00
Montgomery Cumming.....	do	Georgia.....	75. 00
James H. Lewis	do	District of Columbia.....	70. 00
Earl J. Decker	do	Nebraska.....	70. 00
Frank C. Stratton	do	Kansas	60. 00
Abram P. Worthington	do	Ohio	60. 00
M. D. L. Harden	Messenger.....	Kansas	60. 00
Thomas C. Kelly	do	District of Columbia.....	60. 00

APPENDIX B.

POINTS DECIDED BY THE COMMISSION SINCE ITS
ORGANIZATION.

**POINTS DECIDED BY THE COMMISSION SINCE ITS
ORGANIZATION.**

In re The Southern Pacific Railroad Company. (1 I. C. C. Rep., 6.)

1. The Commission will not make an order for relief under the fourth section of the act to regulate commerce except upon verified petition and after investigation into the facts.

In re The Petition of the Order of Railway Conductors.

In re The Petition of the Traders' and Travelers' Union. (1 I. C. C. Rep., 8.)

2. The Commission will not express opinions on abstract questions, nor on questions presented by *ex parte* statements of fact, nor on questions of construction of the statute presented for its advice but without any controversy pending before it on complaint of violation of law.
3. Where the question on which advice is sought is whether carriers subject to the act may now grant any particular right or privilege which they were accustomed to grant before, the carriers should, in the first instance, determine it for themselves, and if it is then complained that what they do violates the act, the question can be brought before the Commission on complaint, and it will then have jurisdiction to decide it.

In re Indian Supplies. (1 I. C. C. Rep., 15.)

4. When under the statute the Government contracts for the delivery of the supplies needed for the Indian service, at New York and other points designated, and then advertises for bids for the transportation of the supplies from the points of delivery to the points where they are to be made use of, this transportation at the cost of the Government is "for the United States" within the meaning of section 22 of the act to regulate commerce, and is not required to be made at the regular published rates.

In re The Iowa Barbed Steel Wire Company. (1 I. C. C. Rep., 17.)

5. The Interstate Commerce Commission has not been given authority to authorize the grant by railroad companies of special privileges to individuals or corporations, or to sanction such as are not in harmony with the act to regulate commerce, or to suspend that act for the benefit of particular industries.
6. Whether railroad companies ought to grant a particular special privilege which would not be illegal, the Commission would not undertake to say on *ex parte* application.
7. A petition was presented by a manufacturing corporation, which recited in substance that railroad companies had been accustomed to permit it to procure its raw material at a distance, manufacture its goods therefrom, and then ship the goods to a market at the same aggregate rate for transportation of both raw material and manufactured goods as would be charged had there been no stoppage in transit and no manufacture; that this privilege of manufacturing in transit was valuable to the corporation and to the community in which its business was located, and wronged no one; and petitioner prayed that it might be sanctioned by the Commission. But no authority to that effect having been conferred upon the Commission, the petition was dismissed.

In re The St. Louis Millers' Association. (1 I. C. C. Rep., 20.)

8. The Commission reiterates that it has no authority to order or sanction the giving of special privileges.
9. "Milling in transit" having long been permitted by common carriers to millers at certain points, and a large quantity of "transits" being said to be out, which can be and are made use of to give millers at Minneapolis an advantage in rates over those at St. Louis; the Commission can not correct the wrong by giving or authorizing special rates to the St. Louis millers.

In re United States Commission of Fish and Fisheries. (1 I. C. C. Rep., 21.)

10. The United States Commission of Fish and Fisheries being one of the agencies of Government, and the distribution of fish and fish eggs by it being made by authority of the Government, the transportation of the fish and fish eggs so distributed falls within the exception contained in section 22 of the act to regulate commerce, and the rate is not governed by the published tariff.
11. The question of free transportation to employes and agents of the Commission and of the National Museum raised but not passed upon.

In re Export Trade of Boston. (1 I. C. C. Rep., 24.)

12. It seems not to be illegal for railroad companies connecting Boston with western points to make the rates from such points to Boston upon grain and provisions for export as low as the rates to New York, although the rates upon like property for local consumption are higher to Boston than to New York, the distance being somewhat greater.
13. Reasons given why this may be a necessity of the situation.

In re Disabled Soldiers and Sailors. (1 I. C. C. Rep., 28.)

14. Whether since the passage of the act to regulate commerce it is competent for the carriers subject to it to grant free transportation of persons to those who are proper subjects of charity, the Commission will not undertake to say, when no controversy is pending before it which raises the question.

In re Annapolis, Washington & Baltimore R. R. Co. *et al.* (1 I. C. Rep., 315.)

15. So far as a railroad company, whose line is entirely within one State, issues through bills of lading over its connecting lines to points in other States, and makes through rates, it falls under the provision of the Interstate Commerce Act.

The Missouri and Illinois Railroad Tie and Lumber Company v. The Cape Girardeau and Southwestern Railway Company. (1 I. C. C. Rep., 30.)

16. The fact that the owner of merchandise which is offered to a carrier for transportation from one point to another in the same State intends to have it further transported by a second carrier into another State, does not make such first transportation interstate commerce, or render the carrier subject to the control of the Commission in respect to it, even though such first carrier may be informed of the ultimate destination of the merchandise.

In re Petition of the Louisville and Nashville Railroad Company. (1 I. C. C. Rep., 31.)

17. When a railroad company claims that the circumstances and conditions of long and short hauls on its line are so dissimilar as to justify its making the greater charge on the shorter haul, the Commission will not on its petition decide upon the justice of its claim, but will leave it to take the initiative in fixing rates, and will decide upon their justice and propriety when complaint is made by persons or localities who consider themselves injured. On questions of statutory construction involved in such cases the Commission holds:
18. *First.* That the prohibition in the fourth section of the act to regulate commerce against a greater charge for a shorter than for a longer distance over the same line in the same direction, the shorter being included in the longer distance as qualified therein, is limited to cases in which the circumstances and conditions are substantially similar.
19. *Second.* That the phrase "under substantially similar circumstances and conditions" in the fourth section, is used in the same sense as in the second section; and under the qualified form of the prohibition in the fourth section carriers are required to judge in the first instance with regard to the similarity or dissimilarity of the circumstances and conditions that forbid or permit a greater charge for a shorter distance.
20. *Third.* That the judgment of carriers in respect to the circumstances and conditions is not final, but is subject to the authority of the Commission and of the courts, to decide whether error has been committed, or whether the statute has been violated. And in case of complaint for violating the fourth section of the act the burden of proof is on the carrier to justify any departure from the general rule prescribed by the statute by showing that the circumstances and conditions are substantially dissimilar.
21. *Fourth.* That the provisions of section 1, requiring charges to be reasonable and just, and of section 2, forbidding unjust discrimination, apply when exceptional charges are made under section 4 as they do in other cases.
22. *Fifth.* That the existence of actual competition which is of controlling force, in respect to traffic important in amount, may make out the dissimilar circumstances and conditions entitling the carrier to charge less for the longer than for the shorter haul over the same line in the same direction, the shorter being included in the longer in the following cases:
 1. When the competition is with carriers by water which are not subject to the provisions of the statute.
 2. When the competition is with foreign or other railroads which are not subject to the provisions of the statute.
 3. In rare and peculiar cases of competition between railroads which are subject to the statute, when a strict application of the general rule of the statute would be destructive of legitimate competition.

23. *Sixth.* The Commission further decides that when a greater charge in the aggregate is made for the transportation of passengers or the like kind of property for a shorter than for a longer distance over the same line in the same direction, the shorter being included in the longer distance, it is not sufficient justification therefor that the traffic which is subjected to such greater charge is way or local traffic, and that which is given the more favorable rates is not.
24. Nor is it sufficient justification for such greater charge that the short-haul traffic is more expensive to the carrier, unless when the circumstances are such as to make it exceptionally expensive, or the long-haul traffic exceptionally inexpensive, the difference being extraordinary and susceptible of definite proof.
- Nor that the lesser charge on the longer haul has for its motive the encouragement of manufactures or some other branch of industry.
- Nor that it is designed to build up business or trade centers.
- Nor that the lesser charge on the longer haul is merely a continuation of the favorable rates under which trade centers or industrial establishments have been built up.
- The fact that long-haul traffic will only bear certain rates is no reason for carrying it for less than cost at the expense of other traffic.

The Chicago and Alton Railroad Company v. The Pennsylvania Railroad Company; The Same v. The Pennsylvania Company; The Chicago, Rock Island and Pacific Railroad Company v. The New York Central and Hudson River Railroad Company. (1 I. C. C. Rep., 86.)

25. The defendants adopted a regulation that they would not sell tickets for and over the line of a connecting road unless such connecting road would abstain from paying commissions to their agents on the sales made, and would make promise to that effect. Such a regulation is reasonable, and therefore legal.
26. A railroad company has a right to insist that its agents shall be its employees exclusively, and it is not obliged to permit any other company to make them its employees also.
27. The requirement in the act to regulate commerce that common carriers shall "afford all reasonable, proper, and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding, and delivering of passengers and property to and from their several lines, and those connecting therewith," will not require a railroad company to sell through tickets over the line of a road whose managers persist in offering commissions to the agents who sell such tickets.
28. The practice of paying commissions to the agents of other roads on tickets sold over the road of the company paying the same, condemned as demoralizing, and as an improper drain on corporate resources.
29. If a passage ticket over several roads is a reasonable facility of travel, the privilege of paying a commission to the agent who sells it, and who would be required by duty to his employer to sell it when called for, without any commission therefor, can not be regarded as an incident to the facility, and therefore can not be insisted on.

Holbrook et al. v. St. Paul, Minneapolis and Manitoba Railroad Company. (1 I. C. C. Rep., 102.)

30. No order can be made against a railroad company on a complaint which is not supported by evidence.
31. If a railroad company avows a purpose to comply with the law it must be assumed that it will do so, and is doing so, until there is evidence that the purpose is not lived up to.

Fulton v. The Chicago, St. Paul, Minneapolis and Omaha Railroad Company; Harding v. The Same Company. (1 I. C. C. Rep., 104.)

32. Where complaint is made of rates as excessive, the burden is upon complainant to make proof of the fact alleged, and if no proofs are put in by either party the complaint will be dismissed. This held in a case in which the rates were much higher than they had at one time been on the same line

The Providence Coal Company v. The Providence and Worcester Railroad Company. (1 I. C. C. Rep., 107.)

33. An offer by a railroad company to give a discount to any consignee who within a year shall receive at any one station a specified amount of freight, which offer purports to be made to secure speedy dispatch, but it is not conditioned on speedy dispatch being made, is void, and if a discount is made to one dealer in pursuance of it, all others will be entitled to a like discount.

34. If the real consideration of the offer were to secure speedy dispatch, it should have been open to all who could accept it, regardless of quantity.
35. An offer of a special discount made professedly on one ground in the published tariff can not, when that ground fails, be supported by referring it to some other and different ground.
36. A railroad company can not support a discount based on quantity of freight received by any one shipper, on the principles which are applied among merchants, whereby they give better prices in wholesale than in retail dealings. The cases are not analogous, since the naming of the quantity of freight that shall be compared to wholesale purchases must necessarily be altogether arbitrary, and the duty of impartial service which the company owes to the public will preclude special discriminations being determined by arbitrary tests.
37. The Providence and Worcester Railroad Company has one terminus on the river in Providence, and another across the river in East Providence; the one in Providence having been first constructed, and the other later, and for the convenience of the company. From the Providence terminus to points reached from both the distance is slightly the less. The company is not at liberty to make from Providence to such common points higher charges than from East Providence, in order to force the business to the latter terminus, and would be chargeable with unjust discrimination if it should do so.
38. The fact that a railroad company for many years has paid the charge for hauling freight from wharves to its station does not bind it to continue that practice, and if not bound by contract it may stop doing so at any time.

The Traders and Travelers' Union v. The Philadelphia and Reading Railroad Company et al. (1 I. C. C. Rep., 122.)

39. The Commission has no jurisdiction to compel railroad companies to make arrangements whereby commercial travelers or others will be allowed as passengers to take an extra allowance of baggage without extra charge, in consideration of some guaranty against liability.
40. The fact that contracts to that effect are outstanding will not give the Commission authority to compel their observance, the power to do so not having been conferred upon the Commission by statute.

Burton Stock-Car Company v. Chicago, Burlington and Quincy Railroad Company et al. (1 I. C. C. Rep., 132.)

41. As the Burton Stock-Car Company does not use cars of railroad companies, or exchange cars in any manner, but rents them to the public for hire, the refusal of the defendants to pay the same mileage allowed on exchanges of cars between each other does not constitute unjust discrimination.

Ottinger v. The Southern Pacific Railroad Company. (1 I. C. C. Rep., 144.)

42. A complaint for unjust discrimination under the act to regulate commerce can not be made to embrace cases which occurred before the act was passed, even though they be similar to one which is complained of, and which arose afterwards.
43. The Commission has a certain discretion to receive and adjudge complaints made by parties who have no interest in the matter involved; but where "a railroad-ticket broker" complained that a party holding a ticket not transferable by its terms had been refused a permission of transfer which was given to another, and produced the affidavit of such party in proof of the fact, it was held that the party himself should complain, if anyone.
44. A *prima facie* case of unjust discrimination is not shown by the mere exhibition of two tickets for passage, one of which the railroad company has permitted to be transferred and the other not, when the two do not appear to be similar.

Larrison v. The Chicago and Grand Trunk Railway Company; The Michigan Central Railroad Company v. The Same. (1 I. C. C. Rep., 147.)

45. Mileage tickets authorized by section 22 of the act to regulate commerce.
46. Authorization of mileage tickets does not relieve carriers from requirements of reasonableness and impartiality as to rates charged, which are prescribed by other sections of the act.
47. Special contract limiting liability of carrier in mileage tickets to commercial travelers will not justify a lower rate than is charged the public, when same terms are not offered to all who will not accept such special contracts.
48. Must be sold impartially.

Thatcher v. The Delaware and Hudson Canal Company and others. (1 I. C. C. Rep., 152.)

49. The fact that railroad companies accept on through shipments from Chicago to Boston a certain sum as their share for the transportation of the freight

from Schenectady to Boston is no ground for compelling them to accept a like sum on local shipments from Schenectady to Boston when it appears that this would be a reduction below the rates made from intermediate stations to Boston, on the same line, and apparently under similar circumstances and conditions.

50. Any order compelling such acceptance would bring the rates charged into conflict with the fourth section of the act to regulate commerce, unless the roads should reduce the rates from the intermediate stations to the level of the rates made from Schenectady. But in the absence of either allegation or proof that the rates from such intermediate stations are excessive, the Commission could not require a reduction.

The Associated Wholesale Grocers of St. Louis v. The Missouri Pacific Railway Company. (1 I. C. C. Rep., 156.)

51. Mileage, excursion, and commutation passenger tickets are each issued for a different purpose, and the price for each kind is determined on special considerations. The charge made for one kind, therefore, does not determine what it will be admissible to charge for either of the others.
52. That \$25 for a thousand-mile ticket is too much can not be inferred from the fact that excursion and commutation tickets are sold at rates which would make transportation upon them for a thousand miles less than \$25.
53. Mileage tickets when issued must be sold impartially to all who apply for them and on the same terms.

The Boston and Albany Railroad Company v. The Boston and Lowell Railroad Company et al.; The Vermont State Grange v. The Boston and Lowell Railroad Company et al. (1 I. C. C. Rep., 158.)

54. All companies forming a line for long-haul traffic are properly made defendants in petition charging violation of fourth section.
55. By the words "same line" a physical line is meant, not a mere business arrangement; and one piece of road may be part of several lines.
56. The fact that the tariff for the long-haul traffic is made by a fast-freight line does not justify a violation of the section.
57. The real and actual, not the possible, competition are the circumstances which should be considered when such greater charges are in question.
58. Under the circumstances stated, the fact that a line is long and circuitous, and is obliged to make concessions in its charges in order to share in traffic, will not make out the dissimilar circumstances and conditions indicated by the fourth section.
59. One may complain on public grounds, though having no personal interest.

Jackson v. The St. Louis, Arkansas and Texas Railway Company. (1 I. C. C. Rep., 184.)

60. Petitioner complained of a certain rate as excessive. He also complained of unjust discrimination in respect to that rate. Defendant answered that its rate was not what petitioner supposed, but was a certain charge very much less, and also denied the alleged unjust discrimination. Petitioner did not further appear in the case, and did not respond at the hearing. *Held*, That it must be assumed on these facts that he was satisfied with the answer.

Leonard v. The Union Pacific Railway Company. (1 I. C. C. Rep., 185.)

61. When issues of fact are made by the pleadings and no proofs are offered, no relief can be granted on such issues.
62. The complaint charged unjust discrimination in rates. The answer admitted the discrimination, denied that it was unjust, and assigned reasons for making it. On the case being brought to a hearing on the pleadings and submitted without evidence, it was *held* that, since it was impossible to say that there might not be facts to support the discrimination, the case must be dismissed, but without prejudice.

Keith et al. v. The Kentucky Central Railroad Company et al. (1 I. C. C. Rep., 189.)

63. A common carrier of live stock is subject to the legal duty to provide reasonable and proper facilities for receiving and discharging from its cars such live stock as is offered for transportation, free of all except the customary transportation charges. It does not fully discharge this duty by receiving on and discharging from its cars live stock at a depot access to which must be purchased.
64. A railroad company as carrier of live stock had undertaken to give to a stock-yards company an exclusive right at one of its stations, and to require all stock at that station to be received and delivered on the platform of the chutes of that company; the company being authorized to charge lottage therefor. Complainants established by the track of the railroad company chutes of their own, through which they demanded the right of receiving

and delivering the stock of themselves and their customers. The conveniences furnished by them being suitable, it was held that their demand must be complied with.

65. Where suit is pending involving to some extent the question presented by petition to the Commission, the pendency thereof will not be deemed sufficient reason for the Commission declining to make an order, when it is seen that the judgment of the court when rendered will not necessarily cover the ground of the petition; but leave will be given either party to apply for a modification of the order should a modification be necessary to make it conform to the judgment when rendered.

Allen et al. v. The Louisville, New Albany and Chicago Railroad Company. (1 I. C. C. Rep., 199.)

66. Rates named by a carrier do not violate the fourth section when it appears that on its own line the charges are greater for the longer distance and the through charges by the shorter line are only made greater by the fact that the connecting road which has the shorter line makes higher rates than the connecting road which has the longer line.
67. Cases stated showing no violation of the long and short haul clause.
68. Where the purpose of a complaint is to compel a reduction of through rates from a Western point over several roads to a seaboard city, all the roads constituting the line should be parties.

Smith v. Northern Pacific Railroad Company. (1 I. C. C. Rep., 208.)

69. The sale of "land explorers' tickets" and "settlers' tickets" at less than the regular rates charged to passengers at the usual ticket offices, as practiced by the Northern Pacific Railroad Company, is unjust discrimination.
70. Discrimination in rates charged passengers who enjoy the same accommodations is not justified by proof that the carrier's present or future business will be thereby stimulated, or that the settlement of the country will be promoted, or that those receiving the more favorable rates are persons of small means, who are about to locate permanently in the Northwest.
71. The rule under which passenger transportation should be conducted requires absolute equality of payment from all persons enjoying the same accommodations.
72. When one makes complaint under the act to regulate commerce, and sets up a personal grievance which he fails to prove, the Commission may nevertheless, if a violation of law by the defendant appears, retain the case and take the necessary steps to bring such violations of law to an end.

The Boards of Trade Union of Farmington, Northfield, Faribault, and Owatonna v. The Chicago, Milwaukee and St. Paul Railway Company. (1 I. C. C. Rep., 215.)

73. Rates must not only be reasonable in themselves, but they should be so relatively reasonable as to protect communities and business against unjust discrimination.
74. When the same carrier operates parallel lines, and for any cause accepts low rates on one of them, it should provide sufficient corresponding advantages to the patrons of the other line to preserve the substantial equality contemplated by the statute.
75. Low charges upon one of two routes operated by the same carrier should not be made up by relatively high charges upon the other, when the result disastrously affects the business of communities situated upon the latter line.

In re Procedure in Cases at Issue. (1 I. C. C. Rep., 223.)

76. Proceeding to be in the simplest form consistent with reasonable certainty. No replication required. When facts are not agreed upon, depositions may be taken on notice, and the work should be entered upon immediately after answer. Assignments for hearing made on request of either party. Parties will be heard orally or upon briefs, as they prefer.

In re Procedure concerning Questions of Law. (1 I. C. C. Rep., 224.)

77. Dilatory proceedings considered objectionable, and a single speedy hearing desired in every case; all proper questions will then be entertained, whether jurisdictional or relating to the merits of the controversy.

In re Joint Tariffs and Schedules. (1 I. C. C. Rep., 225.)

78. Schedules of joint tariffs required to be filed with the Commission by section 6 of the act need not be duplicated by each company which unites in making them. On receipt of a written statement from each corporation acknowledging the authority of the association, committee, or other traffic combination to issue tariffs in its behalf, schedules filed by such association, etc., will be credited to each road in the organization which so requests.

The Manufacturers' and Jobbers' Union of Mankato *v.* The Minneapolis and St. Louis Railway Company and others. (1 I. C. C. Rep., 227.)

79. When, after trial, but before decision, the defendant concedes the relief sought, and reduces its tariff to the rates claimed by the petitioner, no order is made or opinion announced by the Commission; a report of the facts is made to complete the record of the case.

Raymond *v.* Chicago, Milwaukee and St. Paul Railway Company. (1 I. C. C. Rep., 230.)

80. Rates will not be declared unreasonable and unlawful under the first section of the act without other testimony than that afforded by comparison.
81. Rates and charges not unreasonably high of themselves can be so adjusted in their relations to each other as to give the undue preference and produce the unreasonable advantage which the third section of the act to regulate commerce makes unlawful.
82. If a railway company in establishing charges on different divisions and branches of its road so adjusts them as to divert trade and business to one locality which naturally, under an equitable adjustment of charges, would go to another, such preference is not excused by the fact that some of such charges are not entirely voluntary, but result from competition between carriers.

Evans *v.* The Oregon Railway and Navigation Company; Reed *v.* The Same Defendant. (1 I. C. C. Rep., 325.)

83. In determining what is a just and reasonable rate for a particular commodity (for example, wheat) the Commission will take into consideration the earnings and expenses of operating, rates charged upon the same commodity upon other roads as nearly similarly situated as may be, the diversities between the railroad in question and such other roads, the relative amount of through and local business, the proportion borne by the commodity in question to the remainder of the local traffic, the market value of the commodity and its gradual reduction, the reductions made by the carrier upon other articles which are consumed and necessarily required by the producers of the article in question, and all other circumstances affecting the traffic of itself and as related to other considerations entering into the charges of the carrier.
84. Upon the facts shown by the evidence in the present case: *Held*, That the rate on wheat from Walla Walla City to Portland should not exceed 23½ cents per hundred pounds when transported by the defendant railroad for the remainder of the present grain season, extending to the 30th of June, 1888.

W. O. Harwell, H. B. Montgomery, and J. W. Ponder, committee on transportation of the board of trade of Opelika, Ala., *v.* The Columbus and Western Railroad Company and the Western Railway of Alabama. (1 I. C. C. Rep., 236.)

85. The mere fact that a point is situated upon a navigable stream held not sufficient of itself to justify the lesser charge for a longer haul to such a point.
86. Competition by water, to be sufficient to justify an exception under section 4 of the act, should be actual, of controlling force, and in respect to traffic important in amount.
87. Discrimination under section 2, and prejudice and advantage under section 3, when water competition is brought forward as a justification, require the same measure of proof.
88. Parties affected are entitled to be notified in case a change in rates is asked. No order correcting the unjust discrimination now made, for want of proper parties and distinct allegations. Amendments allowed and revision of tariffs recommended to defendants.
89. Through rates and through bills of lading given on other commodities, and to other points similarly situated, should be given to Opelika on cotton, no excuse being shown for refusing same.

William H. Council v. The Western and Atlantic Railroad Company. (1 I. C. C. Rep., 339.)

90. The Commission will not go into the question of money damages when the claim presented is in its nature an action of trespass, for the reason that defendant is constitutionally entitled to a trial by jury in such a case.
91. The Commission is not authorized to award the counsel and attorney's fees, which may be given by a court under the eighth section of the act.
92. Colored people may properly be assigned separate cars on equal terms. Such a separation of the races does not create undue prejudice or unjust preference.
93. Complainant, a colored man, paid the same fare as other first-class passengers, and it was only fair dealing and common honesty that he should have the security and convenience of travel for which his money had been taken.

94. Colored people who buy first-class tickets must be furnished with accommodations equally safe and comfortable with other first-class passengers. The Commission finds that the car furnished complainant was only second-class in comforts for travel, and that he was thereby subjected to undue prejudice and unreasonable disadvantage in violation of the act to regulate commerce.

Thomas J. Reynolds v. The Western New York and Pennsylvania Railway Company. (1 I. C. C. Rep., 347.)

95. A road being in the hands of a receiver, a complaint was instituted against the company owning it, and in the complaint the receivership was mentioned, but the company was stated as having come into possession of the road, and the receiver was erroneously called the president of the company. The petition was served on him, and an answer was filed by the company. Under the circumstances it was held proper to allow the petitioner to amend his complaint so as to show the existence of the receivership.

In the matter of the Express Companies. (1 I. C. C. Rep., 349.)

96. The mere fact that a common carrier does other business besides the transportation of passengers or property, or performs a further service than that of transportation in respect to the articles carried, *held*, not sufficient to exclude the carrier from the operation of the act, so far as applicable to its business.
97. The act to regulate commerce is highly remedial in purpose and scope, and should receive a liberal construction, with the object of making the beneficial result desired by Congress operative to the greatest available extent.
98. The relation of express companies to interstate commerce considered with the extent and method of their participation therein. The bringing them within the provisions of the act found practicable, and on some accounts, desirable.
99. Express business, conducted as a branch of the business of the railroad company, *held* to be subject to the act.
100. Express business, conducted by an independent organization, acquiring transportation rights by contract, *held* not to be described in the act with sufficient precision to warrant the Commission in taking jurisdiction thereof.

Riddle, Dean & Co. v. The Baltimore and Ohio Railroad Company. (1 I. C. C. Rep., 372.)

101. In deciding upon applications for the amendment of complaints the Commission acts upon the principles recognized in courts of justice.
102. An amendment which proposes to substitute for the original cause of complaint something quite distinct and different will not be allowed. If the party desires to make a new case, he should do so by a new complaint.

Riddle, Dean & Co. v. The Pittsburgh and Lake Erie Railroad Company. (1 I. C. C. Rep., 374.)

103. Where according to its usual experience a railroad company has sufficient equipment to meet the demands upon it, and to move without unreasonable delay the freights offered, but by reason of unusual circumstances for which the company is not in fault, freights have accumulated to an exceptional extent, and are then offered in extraordinary quantities, the company is not chargeable with any violation of law because of its proving unable to respond at once to all calls, and to furnish cars as rapidly as shippers demand them.
104. Nor does it violate any law by refusing to allow its cars to be sent off its line to distant points when the business offered on its own line keeps them fully occupied.
105. Where by reason of extraordinary circumstances a railroad company can not promptly meet all calls for cars, it should furnish them ratably and fairly to all shippers, in proportion to the freights offered by them respectively, until the emergency has passed, and it is again enabled to move promptly all the freights tendered.
106. Upon the facts in this case the charge of unjust discrimination as between shippers and also between different classes of traffic, is held not made out.

Thomas J. Reynolds v. Western New York and Pennsylvania Railway Company, and G. Clinton Gardner, receiver of the Buffalo, New York and Philadelphia Railroad Company. (1 I. C. C. Rep., 393.)

107. Classification of railroad ties should correspond with that of other rough lumber. Raising of same from sixth to fifth class unjustifiable.
108. Rates established by a common carrier in order to keep upon its line material for which the road has use, or to keep the price low for its own advantage, can not be justified.

109. Producer of railroad material is entitled to sell it when he wishes, in the best available market. Common carriers are forbidden to attempt to prevent this by applying disproportionate or unreasonable rates.
110. Special classification of lumber should be extended to railroad ties at the points in question.

B. S. Crews et al., committee, etc., v. The Richmond and Danville Railroad Company. (1 I. C. C. Rep., 401).

111. It is not a ground of complaint against a railroad company that it equalizes its rates as between small and large towns, even though the effect may be prejudicial to the large towns, which before had been specially favored.
112. The spirit and purpose of the act to regulate commerce requires that when the circumstances and conditions will fairly admit of it the charges to all points for a like service should be made relatively equal.
113. When the reasonableness of rates is in question, the charges made on long through lines can not, for reasons which are stated in the opinion, form a just basis for comparison with local rates for relatively short distances.
114. A carrier is not made responsible for rates made by a connecting road because merely of its giving them in connection with its own rates to parties desiring to make through shipments.
115. A carrier is not compellable by law to give to the merchants of a town on its line the privilege of shipping their goods from the point of purchase to their own locality, and again from thence to the place at which the goods may be sold by them, at the same rate which would have been charged had there been but one shipment from the point of purchase to the point of ultimate delivery.
116. The fact that a refusal to give the through rate as for one shipment operates prejudicially to the town desiring the privilege and favorably to another town, does not make the refusal operate as unjust discrimination when the carrier applies the same rule to all towns and accords the privilege to none.
117. Discrimination must consist in the doing for or allowing to one party or place what is denied to another; it cannot be predicated of action which in itself is impartial.

William H. Heard v. The Georgia Railroad Company. (1 I. C. C. Rep., 428.)

118. Passengers paying the same fare upon the same railroad train, whether white or colored, are entitled to equality of transportation, in respect to the character of the cars in which they travel and the comforts and conveniences supplied.
119. Separation of white and colored passengers paying the same fare is not unlawful, if cars and accommodations equal in all respects are furnished to both, and the same care and protection of passengers observed.
120. By requiring the petitioner, who had paid a first-class fare, to ride in a half car set apart for colored passengers, with accommodations and comforts inferior to the car for white passengers in the same train, who paid the same fare, and without the protection against annoyances furnished to white passengers, the Georgia Railroad Company subjected him to undue and unreasonable prejudice and disadvantage, in violation of the third section of the act to regulate commerce.

The Boston Chamber of Commerce v. The Lake Shore and Michigan Southern Railway Company, The New York Central and Hudson River Railroad Company, and the Boston and Albany Railroad Company. (1 I. C. C. Rep., 436.)

The same v. The Lake Shore and Michigan Southern Railroad Company.

The same v. The New York Central and Hudson River Railroad Company.

121. The relative reasonableness of rates on shipments from western points to cities on the Atlantic seaboard is to be determined by all the circumstances and conditions that affect the traffic to the respective points between which the rates are questioned, and not solely by one standard of comparison.
122. The length and character of the haul; the cost of the service; the volume of business; the condition of competition; the storage capacity, and the geographical situation at the different terminal points, are all elements of importance, bearing upon the relative reasonableness of the respective charges for transportation.
123. The fact that the export rates through Boston, and the rates on merchandise intended for coastwise points east of Portland, and the west-bound rates from Boston, have been made by the carriers the same as corresponding New York rates in order to put Boston on an equality with New York and other seaboard cities, wherever Boston is a competitor with those cities, is not

controlling in determining the reasonableness of east-bound Boston local rates on a traffic in which there is no competition by other cities.

124. In view of the longer haul to Boston than to New York; the greater cost of transportation to Boston; the very much greater volume of business to and from New York; the competition by water transportation by the lakes, Erie Canal, and Hudson River, and also by several railroad lines; and the geographical and commercial advantages of New York; the differentials on Boston local rates of 10 cents per 100 pounds on the first and second classes of merchandise, and of 5 cents per 100 pounds on the four other classes, between New York and Boston, on traffic originating west of Buffalo, have not been shown to be unjust or unreasonable, or to constitute unjust discrimination against Boston.

James Pyle & Sons v. The East Tennessee, Virginia and Georgia Railway Company. (1 I. C. C. Rep., 465.)

125. By the classification of the Southern Railway and Steamship Association adopted by the East Tennessee, Virginia and Georgia Railway Company on shipments of pearline and common soap from New York to Atlanta, Ga., pearline is in fourth-class freight with a rate of 73 cents per 100 pounds, while common soap is in sixth-class freight with a class rate of 49 cents per 100 pounds, but a "special rate" is given common soap of 33 cents per 100 pounds.

Held, That pearline being competitive with common soap, the relative difference between the class rate of pearline and this "special rate" on common soap is too great, and that pearline must be placed in fifth-class freight on shipments from New York to Atlanta by the defendant company, with a rate of 60 cents per 100 pounds, and also in the fifth class in the classification of the Southern Railway and Steamship Association, and, further, that the relative difference in the rates on pearline and common soap in such shipments must not exceed the difference of 60 cents per 100 pounds on pearline and 33 cents on soap.

Held further, That on shipments of pearline and common soap, all rail, in the territory to which the classifications of the Southern Railway and Steamship Association applies, the following rates of this association must be maintained by the defendant company, namely:

Soap powder:		Cents.
100 miles.....	per 100 pounds..	32
500 miles.....	do.....	49
Common soap:		
100 miles.....	do.....	20
500 miles.....	do.....	38

Held, That the discrimination made by the "special rate" of the Southern Railway and Steamship Association between pearline and common soap, to the extent now existing on the shipments to which it refers, is unjust and must be discontinued, and while common soap is in its sixth class, pearline must be placed in its fifth class.

126. A statement of the grounds of differences in the classification of articles of freight by railroad companies and a discussion of these, by which the conclusions of the Commission are reached, in the classification of pearline when transported all rail on the one hand, or on the other, partly by water and partly by rail, as compared with the transportation of common soap by either mode.

W. B. Farrar & Co. v. The East Tennessee, Virginia and Georgia Railway Company and the Norfolk and Western Railroad Company. (1 I. C. C. Rep., 480.)

127. The local rates from Dalton to Knoxville, Johnson City, and Bristol on lumber are not shown to be unreasonable.
128. The joint rates on lumber from Dalton to Roanoke and Lynchburg are shown to be unreasonable upon the grounds and for the reasons set forth in the report and opinion of the Commission.
129. As a rule, in the transportation of freight by railroads, while the aggregate charge is continually increasing the further the freight is carried, the rate per ton per mile is constantly growing less all the time, making the aggregate charge less in proportion every hundred miles after the first, arising out of the character and nature of the service performed, and the cost of the service; and thus staple commodities and merchandise are enabled to bear the charges of this mode of transportation from and to the most distant portions of the country.
130. The act to regulate commerce, so far from throwing hampering restrictions or obstacles in the way of the operation of this salutary rule, gives it all the benefit and aid of its sanction and safeguards by providing that the carrier

shall be entitled to receive a reasonable compensation for the service performed upon open published rates, against which no competitor can take advantage by allowing shippers secret rebates and drawbacks in order to get the business.

131. In the nature of things joint rates on long hauls usually are, and as a rule should be, lower in proportion to distance than local rates on short hauls of the same commodity.

Riddle, Dean & Co. v. The Pittsburg and Lake Erie Railroad Company. (1 I. C. C. Rep., 490.)

132. Rule stated in reference to applications for rehearings.

133. The Commission will promptly and carefully examine an application for a rehearing with a view to the immediate correction of any error of law or fact found to exist, but will not direct a rehearing involving the expense to parties of appearing before the Commission for a reargument, unless satisfied that such a reargument might have the effect of changing the result of what the Commission has already done.

134. The statute is construed as dealing with the substance of things, and as contemplating, as far as this is possible, methods of procedure that are speedy and which come at once to the very right of questions arising in the transportation of persons and freight.

135. Where the relation of any carrier to the matter complained of is such that it is in whole or in part materially responsible for the alleged grievance, and has direct interest in any investigation of the subject-matter involved, and the merits of the controversy can not be investigated and determined in the absence of such carrier as a party, then that carrier should be made a party to the proceeding, and if not a party, no relief can be had against it.

136. The report and findings of the Commission upon the evidence relates only to the ascertainment and presentation of all the material facts necessary to fairly and justly present the merits of the controversy, and the Commission does not report evidence which is only cumulative, or which is immaterial, or irrelevant, or mere details of evidence already embraced in substantial facts stated, upon which the findings and conclusions of the Commission are made.

John D. Heck and L. J. A. Petree v. The East Tennessee, Virginia and Georgia Railway Company, the Knoxville and Ohio Railroad Company, the Richmond and Danville Railroad Company, the Richmond and West Point Terminal and Warehouse Company, the Coal Creek and New River Railroad Company. (1 I. C. C. Rep., 495.)

137. A railroad company, chartered by the State of Tennessee, owns a short road wholly in that State, but has never owned any rolling stock nor operated its road. The road was used and operated as a means of conducting interstate traffic in coal by companies owning connecting interstate roads. *Held*, That the short road thus used is one of the facilities and instrumentalities of interstate commerce, and the carriers using it are subject to the provisions of the act to regulate commerce.

138. In respect to such traffic the duties of such carriers to the public are the same without respect to ownership, corporate control, the authority, or means of its construction.

139. As one of the "instrumentalities of shipment or carriage," it must be accessible to all interstate shippers on equal and reasonable terms. The public can not be deprived of this right by the separate or joint action of the carriers, and they can not be permitted to use it for purposes of discrimination between mine owners on its line.

140. The claim for pecuniary damages presents a case at common law, in which defendants are entitled to a jury trial.

George Rice v. The Louisville and Nashville Railroad Company. (1 I. C. C. Rep., 503.)

The Same Complainant v. The Saint Louis, Iron Mountain and Southern Railway Company.

The Same Complainant v. The Mobile and Ohio Railroad Company.

The Same Complainant v. The Cincinnati, New Orleans and Texas Pacific Railway Company.

The Same Complainant v. The Cincinnati, New Orleans and Texas Pacific Railway Company and the Alabama Great Southern Railroad Company.

The Same Complainant v. The Mississippi and Tennessee Railroad Company.

The Same Complainant v. The Newport News and Mississippi Valley Company and the Louisville, New Orleans and Texas Railroad Company.

The Same Complainant v. The Newport News and Mississippi Valley Company and the Illinois Central Railroad Company.

The Same Complainant v. The Illinois Central Railroad Company.

141. When for a special traffic, *e. g.*, the transportation of petroleum oils, a carrier provides rolling stock for one method, but does not provide it for another for which it publishes rates, but the shippers are expected to provide the same, the terms on which such rolling stock is to be provided should be uniform and be published with the rate sheets, and can not lawfully be left to be the subject of bargain and of different terms in the case of different shippers.
142. It is properly the business of a carrier by railroad to supply the rolling stock for the freights he offers or proposes to carry; and if the diversities and peculiarities of traffic are such that this is not always practicable, and consignors are allowed to supply it for themselves, the carrier must not allow its own deficiencies in this particular to be made the means of putting at unreasonable disadvantage those who make use in the same traffic of the facilities it supplies.
143. When two methods for the transportation of an article of merchandise are nominally offered by the carrier, for only one of which it offers rolling stock, and for the other of which the shipper must supply his own rolling stock at considerable expense, it can not be said that the resort to the latter by the shipper is so far a matter of choice that he has no concern with the charges for transportation in the other mode. The man of small means being compelled to make this choice by reason of the carrier's failure to supply rolling stock for the other mode, has a right to insist that the charges by transportation in the two modes shall be relatively just and equal.
144. When oil is transported in tanks permanently affixed to car bodies, the tank is to be considered as part of the car; and for oil transported therein the charge for transportation should be the same by the hundred pounds that the carrier charges for transportation between the same points of barrels filled with like oil and taken in car-load lots. The carrier is guilty of unjust discrimination if the shipper in barrels is charged a higher rate.
145. Neither the fact that the shipper in the one case supplies the rolling stock, nor the alleged fact, which is not found sustained, that for the tanks there is a greater probability of return loads, nor the further alleged fact that with barrel shipments there are greater risks to the carrier's property and that which it carries, can justify imposing upon the barrel shipments the greater burden.
146. Under this rule the carrier will be at liberty and will be expected to make to the owner of tank cars a reasonable allowance for their use.
147. When an important question is raised by the pleadings in a case, the determination of which will affect others quite as much as the parties before the Commission, but the parties give their attention almost exclusively to other questions, and neither by the evidence nor in argument supply the Commission with the information to enable it to be understandingly determined, the Commission will decline to decide it, and leave the parties to bring it forward again as they may be advised.

Riddle, Dean & Co. v. The New York, Lake Erie and Western Railroad Company and the Pittsburg and Lake Erie Railroad Company. (1 I. C. C. Rep., 594.)

148. Contracts between railroad companies for the advantageous transaction of business at a given point involve corresponding obligations to the public.
149. Regular patrons are not entitled to preference in the use of equipment of common carriers; the public must be justly and equally served.
150. Obligation of common carriers to transport freight arises upon tender of same for transportation in the usual way, without any special agreement; compensation for the service is secured by a lien upon the goods, except when payment in advance is made.
151. Selection of either goods or customers is forbidden to common carriers; less desirable traffic which is ordinarily the subject of transportation and not dangerous to handle, must be accepted upon reasonable terms, as well as that which is more desirable.
152. It is not a valid excuse for refusal to furnish a fair allotment of a certain class of cars that they can be more profitably employed, and can supply the wants of a larger number of shippers upon another portion of the line.
153. Undue preference found to have been given by defendants, to the prejudice of complainants, upon the facts stated.

Riddle, Dean & Co. v. The Baltimore and Ohio Railroad Company. (1 I. C. C. Rep., 608.)

154. A statement of the evidence from which it appears that it was the duty of the Yough Slope mine, its owners and agents, to have inquired of the station agent of the railroad company near by the mine on the 30th day of August,

1887, and on the next day, by which they would have learned that the mine could have obtained cars for the shipment of coal to Arthur & Boylan at Cleveland, Ohio, and they having failed to do this, in consequence of which the Youghiogheny and Ashtabula mines received nearly all these cars for this purpose, without any partiality or preference on the part of the railroad company.

Held, upon these facts, that a complaint of unjust discrimination against the Yough Slope mine, and in favor of the Youghiogheny and Ashtabula mines, can not be sustained.

155. Where a complaint is made by a shipper that an unjust discrimination was perpetrated by a railroad company against him at a particular time named, in a case like the present, to rebut the inference arising from circumstances, calling for explanation, amongst other evidence, the carrier may show that during a long course of business, neither it nor any of its agents have ever shown any unfriendly spirit whatever toward the shipper, and that, on the contrary, its agents immediately before the matter complained of made extra exertions in good faith to serve the shipper in obtaining cars for him from the connecting line to which the shipper had to look for such cars.
156. In the absence of some custom and rule of business placing such duty upon the carrier to notify the shipper without inquiry on the part of the latter of the fact that he can then obtain cars for the movement of his freight, it is the duty of the shipper by reasonable inquiry made to the proper agent of the railroad company, to obtain this information for himself; but in a case like the present, if the carrier took upon itself the duty of actually notifying the Youghiogheny and Ashtabula mines on the 30th of August, 1887, without waiting for any inquiry on their part, that they could get cars, then, in like manner, it was its duty to have notified the Yough Slope mine at the same time that it could get cars.

Held, That, tested by these rules, no case of preference or unjust discrimination is made out by the evidence in favor of the Youghiogheny and Ashtabula mines and against the Yough Slope mine.

In the matter of the Tariffs of the Columbus and Western Railway. (1 I. C. C. Rep., 626.)

157. Tariffs not conforming to fourth section criticised. Circumstances stated found not sufficient to warrant deviation from the law.
158. Carriers should bring their tariffs into conformity with the statute without suggestions from the Commission as to details.

The La Crosse Manufacturers' and Jobbers' Union v. The Chicago, Milwaukee and Saint Paul Railway Company, the Chicago and Northwestern Railway Company, and the Chicago, Burlington and Northern Railroad Company. (1 I. C. C., Rep., 629.)

159. The fact that the rates of a railroad company are not established on a mileage basis does not necessarily make out their illegality or injustice.
160. A prayer in a petition against a railroad company, that the company be required to make its rates from one terminus to the town from which the petition proceeds and to other towns in the same section, and also from such terminus to the petitioning town and from thence to such other towns, on a uniform and equal mileage basis, can not be granted, the Commission having no power to require the adoption of such a basis.
161. A complaint will not be filed of which no reasonable ground for investigation appears.

In the matter of Underbilling. (1 I. C. C. Rep., 633.)

162. Underbilling, a device by which a shipper pays for the transportation of a less quantity of freight than is actually carried, and thereby obtains a reduced rate upon the gross shipment, is forbidden by the act to regulate commerce.
163. Unjust discrimination results from underbilling, in that the favored shipper pays a less sum than is charged others for the same service.
164. Common carriers are bound to exact equality in their service of the public.
165. Organized action by carriers to prevent underbilling commended; their duty to put an end to the practice insisted upon.
166. Carriers should be held, and in turn should hold every agent, responsible for the shipment of goods at exact weights and correctly classified.
167. Commissions paid to soliciting agents when divided with shippers effect a breach of the law.
168. Shippers should be required to extend to carriers the same honesty expected in other commercial transactions.
169. Preferences obtained by underbilling explained, and remedies suggested.
170. Legislation recommended imposing a moderate penalty upon shippers who willfully and fraudulently obtain reduced rates of transportation for their property.

John H. Martin and M. H. Martin v. The Southern Pacific Company, the Central Pacific Railroad Company, and the Union Pacific Railway Company. (2 I. C. C. Rep., 1.)

171. Mixed carload lots of freight are treated in different ways under the classifications employed in different parts of the country, resulting in much confusion and annoyance to shippers, especially upon traffic passing from one section to another. The immediate adoption of a uniform and reasonable rule urgently recommended.
172. Classification of dried fruits and raisins, both California products, in different classes, taking different rates of freight, works an injustice to shippers. In all matters of classification clearness and simplicity should be aimed at, and irregularities and inconsistencies should be eliminated.
173. Rates obtained by combination, which produce a lower rate than the tariff calls for, are unjust, because they enable an intelligent shipper to obtain an advantage over one who has less information, and they are illegal because they show two rates to the same point, over the same line, at the same time. The tariff rates should not exceed the combination rates in any case.
174. Violation of the fourth section of the act can be accomplished by differences in classification as well as by differences in tariff rates.
175. Canadian competition at the present time does not justify a higher charge from San Francisco to Denver than to Kansas City, it having been withdrawn at the latter point, and the Canadian road now working upon an agreement as to rates with the roads in the United States at all points where it formerly competed.
176. The great distance of Denver from the Missouri River of itself denotes an impropriety in the charges to that point which exceed those to Kansas City.
177. *In re Louisville and Nashville Railroad Company* (1 I. C. C. Rep., 31) affirmed; and in accordance with the principles there laid down, the conclusion follows that the greater charge for the shorter haul complained of in the present case can not now be justified.
178. The Commission prefers to permit the carriers to work out for themselves all tariff details, and accords a reasonable time for that purpose.

Euclid Martin and others, constituting the freight bureau of the Omaha Board of Trade v. The Chicago, Burlington and Quincy Railroad Company, the Chicago and Northwestern Railway Company, the Union Pacific Railway Company, the Chicago, Milwaukee and Saint Paul Railway Company, the Chicago, Rock Island and Pacific Railway Company, and the Burlington and Missouri River Railroad Company in Nebraska. (2 I. C. C. Rep., 25.)

179. The principles laid down in the case of *Crews v. The Richmond and Danville Railroad Company* (1 I. C. C. Rep., 401) restated and reaffirmed.
180. Trade centers of large commercial towns are not, as a matter of right, entitled to have more favorable rates than the smaller towns for which they form distributing centers; and if carriers shall give to such smaller towns rates as favorable as to the larger the Commission will not interfere.
181. The fact that, under rates which are impartially arranged as between large and small towns, one large distributing center may have an advantage over another in competition for the business of the small towns, does not make out a case of undue preference in favor of the one distributing center as against the other. Impartial rates are not rendered illegal by their effect upon the business of localities.
182. A distributing center, however great or important, can not demand, as a matter of right, that the rates from a common source of supply to more distant and smaller towns shall be made up of the sum of the rate to itself and the rate thence to such smaller towns; but the carriers may make rates from the common source of supply to the smaller towns directly, as single rates; and if the single rate is less than the sum of the two which are made to add from the distributing center, it is not, for that reason, necessarily objectionable.
183. A case can not be decided on a theory which is neither presented by the complaint nor advanced on the taking of the testimony.
184. What constitutes local and what through rates considered.

The Business Men's Association of the State of Minnesota v. The Chicago, Saint Paul, Minneapolis and Omaha Railway Company. (2 I. C. C. Rep., 52.)

185. One feature of the transportation of freight by railroads in long hauls on joint rates, or what is usually called through rates, unless there be exceptional conditions which modify the rule, is that the rate per ton per mile grows less in proportion to the greater distance, while the aggregate of the rate increases in proportion to such greater distance; but this is not found to

- exist in the case of the local rates of a railroad, where the stations are occasionally grouped, but more usually graded according to distance, except as an incident of rare and highly exceptional conditions of the transportation service.
186. The method of testing the freight rates of a railroad by the rate per ton per mile is one by which these rates may be brought down to the narrowest point of scrutiny, and in this sense is valuable, but it is like looking at them with a microscope, for it ignores all other tests except that which it alone furnishes, and does not take into consideration any of the surrounding circumstances and conditions that enter into the making of the rate, no matter how compulsory or imperious these may be, and for this reason it can not be considered a controlling rule in determining the reasonableness of rates.
187. To determine the reasonableness and justness of any freight rate made by a railroad company, all the surrounding circumstances and conditions must be considered, as well as the rights of the shipper, and if these circumstances and conditions are so compulsory or imperious that they fairly and justly exercise any controlling influence in the making of the rate, they can not be disregarded in a proceeding in which the reasonableness and justness of the rate is presented for determination.
188. The words "substantially similar circumstances and conditions," as found in the second and fourth sections of the act to regulate commerce, in certain important particulars define the rights and duties of carriers and the rights of shippers as well. For example: If the carrier claims to act under the compulsion of circumstances and conditions of his own creation or connivance in the making of an exceptional rate, then these will not avail him. Or if the carrier claims to act under a compulsion of circumstances and conditions in the making of an exceptional rate which he could obviate by reasonably fair and just exertion on his part, then they will not avail him. But if the carrier is in good faith acting under a compulsion of circumstances and conditions beyond his control, not of his own connivance, and which he could not obviate by any reasonably fair and just effort on his part, and to avoid large loss adopts exceptional rates on a portion of his line, not unreasonable in themselves, and forced upon him by the action of an independent State railroad, which is not subject to the act to regulate commerce, and which is operating a slightly shorter and competing line with his own, these are circumstances and conditions under the operation of the statute which justify him in adopting such exceptional rates thus forced upon him on this portion of his line.
189. When a carrier, acting in good faith, has adopted an exceptional rate, not unreasonable in itself, on a portion of its line, because that rate has been forced upon it by an independent State railroad company in direct competition with it and not subject to the act to regulate commerce, the reasonableness and justness of rates on other portions of the carrier's line, extending into a far interior region of the country where no such conditions exist, can not be measured, alone, by the standard thus furnished, but must be governed by considerations which fairly and justly apply to them.
190. The exceptional conditions of railroad transportation in proximity to the waterways of the great lakes, Michigan and Superior, and of rival competing railway lines operating between the ports on these lakes, as to the method of grouping stations under the combined effect of the competition of these waterways and of the fourth section of the act to regulate commerce, are found and stated by the Commission in this proceeding, citing and approving the Manufacturers' and Jobbers' Union of La Crosse against the Chicago, Milwaukee and Saint Paul Railway Company (1 I. C. C. Rep., 632).
191. The conditions of transportation on that portion of defendant's lines in a broad extent of far interior country, where it is in competition with other great rival railway lines extending to Lake Michigan ports, while that of the defendant extends to Lake Superior ports, and the relation of each, arising therefrom, examined, found, and considered by the Commission.
192. The act to regulate commerce was not enacted to destroy competition; and the establishment of the rule of the rate per ton per mile, insisted upon by the complainant, would have very much the effect of practically making the rates charged for a long distance at the stations along the line of the defendant and its great rivals, the Chicago, Milwaukee and Saint Paul Railway and the Minneapolis and Saint Louis Railway, in the nature of strict mileage rates, thereby destroying competition to a large extent at these stations, unsettling the business of their shippers, conferring upon them no practical benefits, and loading the business of the carrier and the shipper at every such station with a multitude of infinitesimal fractions nowhere known in the business of railroads.

193. Elaborate tariffs of rates, the result of competition, made by one of several great railway systems, all competing for the business of a large extent of territory, are examined and considered in connection with those of its competitors, and with a view not to break down the legitimate competition thus existing, whereby rates are cheapened to the public generally, and these railways are correspondingly benefited in performing the work for which they were chartered and constructed.

The Business Men's Association of the State of Minnesota v. The Chicago and Northwestern Railway Company. (2 I. C. C. Rep., 73.)

194. The circumstances and conditions as to the transportation of freight on the line of the defendant between Chicago and St. Peter, on the one hand, and between St. Peter and Pierre on the other, found, examined, and considered by the Commission, and held to be substantially dissimilar upon the facts set forth in the report and findings in this proceeding.
195. The rule of the rate per ton per mile decreasing for the greater distance while the rate is increasing in the aggregate, examined and discussed by the Commission in its application to the present proceeding, and held to be inapplicable.
196. The difference between the cost of service by which the local business of this railroad and its through business is done relatively, examined and considered by the Commission so far as they are involved in this proceeding.
197. Comparison of rates charged by railroad companies under circumstances and conditions substantially dissimilar really prove nothing, and can not be adopted as standards in arriving at the reasonableness and justness of rates.
198. Exceptional cases of rates made lower than other rates by a carrier on one portion of its line by the action of a competitor, and in which it is without fault itself under the operation of the act to regulate commerce, can not be adopted as the standard as to other rates upon a far distant portion of its line where no such exceptional conditions exist, and the reasonableness of its rates must be determined by altogether different considerations.
199. Where the evidence adduced in a proceeding like this fails to establish grounds relied upon, as stated in the complaint, and upon which it is heard and tried before the Commission by the parties and their counsel, and to which the evidence is directed, but shows that upon a portion of its line, as, for example, between St. Peter, in the State of Minnesota, and Pierre, in the Territory of Dakota, that the rates are made upon a basis which seems to grade them with large differences between stations contiguous to each other, and the grounds assigned for this by the carrier are the additional cost of service incident to operating a new line through a thinly inhabited and but little cultivated country, with very light traffic, and in which the transportation is seriously impeded by snow blockades, and where the coal used for fuel in operating the trains has to be brought by the carrier a distance of nearly 500 miles, but the evidence is not given with that fullness of detail which should sustain such extra rates of charge, the Commission, while it will not hold the rates to be unreasonable, will also, not hold that they are reasonable, but will investigate this question in a separate proceeding under the statute by which all the parties in interest will have an opportunity to be fully heard, and can bring forward all the evidence upon a subject that is important and involving valuable rights, alike to the public and to the carrier.
200. When, in a proceeding such as this, evidence is introduced by a party and he is permitted to do so for the single purpose of the bearing it may have upon the reasonableness of the rate, which would be inadmissible for any other purpose, and it tends to show a difference of rates of the carrier by which a combination could be made of those rates upon the different tariffs that would be improper and unjust, the carrier not being allowed to controvert it upon the hearing, as to any other feature, except so far as it had a bearing upon the reasonableness of rates, because it would involve a collateral inquiry, the Commission will not determine this collateral inquiry or the question it presents until an opportunity has been furnished the parties to be heard in a proceeding such as is provided for by the statute. For example: Where the complaint of the petitioner makes no allegation that under the tariffs of the carrier freight may be shipped from Chicago to St. Peter at one rate, there unloaded, and then subsequently reshipped from St. Peter to each of the stations between St. Peter and Pierre at a rate which, added to the rate from Chicago to St. Peter, is considerably less than the direct rate from Chicago to each of these stations, but on the hearing the complainant is allowed to introduce evidence upon this subject simply for the purpose of showing that the rates between St. Peter and Pierre are unreasonable and for no other purpose, the carrier having at the

time the complaint was made a number of tariffs as follows: A distance tariff for the State of Illinois, a distance tariff for the State of Wisconsin, a distance tariff for the State of Minnesota, a distance tariff for the Territory of Dakota, local tariffs to and from all points on its line in each of the States through which it passes and the Territory of Dakota, and a tariff from and to Chicago and all points along its line, extending to Pierre, a distance of 781 miles.

William C. Scofield, Daniel Shurmer, John Teagle, and Charles W. Scofield, partners under the firm name and style of Scofield, Shurmer & Teagle; James R. Timmins and Andrew R. Timmins, partners under the firm name and style of J. R. Timmins & Co.; Christian J. Werwage, doing business under the name and style of The Manufacturer's Oil Company; John W. Fawcett and Thomas F. Wright, partners under the name and style of J. W. Fawcett & Co.; Alfred Whitaker, doing business under the name and style of The Brooks Oil Company; William F. Vliet, Willard L. Nutt, and Martin P. Case, partners under the name and style of Vliet, Nutt & Co.; W. Carroll Lawrence, Felix Burgert, Henry C. Meyers, and August E. Schade, partners under the name and style of The Merchants' Oil Company; The Excelsior Refining Company, a corporation organized under the laws of Ohio; The Globe Oil Company, a corporation organized under the laws of Ohio; The Cleveland Refining Company, a corporation organized under the laws of Ohio; Louis C. Carran, doing business under the name and style of L. C. Carran & Co. *v. The Lake Shore and Michigan Southern Railway Company.* (2 I. C. C. Rep., 90).

201. Upon the facts of this case it is found, and held, that there is an unlawful preference given by the carrier, in favor of oil shipments in tank-car lots, as against like shipments in barrels, car-load lots, which is ordered to be corrected, and the mode prescribed by which this must be done, giving equal rates on each per pound.
202. It is a common law and charter duty of every railway carrier subject to the act to regulate commerce to furnish a proper and adequate car equipment for all the reasonable needs of the business it advertises and undertakes to do, and if the carrier fails to do this, to the wrongful injury of the shipper, it is liable in damages therefor, but the statute has not clothed the Interstate Commerce Commission with the jurisdiction to order the carrier to furnish any particular equipment of cars, or in fact any cars at all. It is the duty of such carrier to select and furnish its own equipment of cars, under all the responsibility which the law requires of it in so vital and important a matter, for the public has not undertaken to divide responsibility with the carrier in this respect.
203. The law does not forbid a carrier from obtaining cars for the transportation of freight over its line from other carriers or car-furnishing companies, but in every such instance the rates of freight must be exactly the same, and none other, as they would be if such cars were owned by the carrier so using them.
204. The law does not forbid a carrier from obtaining cars from a shipper for the transportation of such shipper's freight over its line, but in every such instance, after deducting a reasonable rent published in the tariff as part of the rate and paid by the carrier to the shippers for the use of such cars, the rates must be exactly the same, and none other, as upon freight transported in the same service in the carrier's own cars; and in every such transaction the carrier, at his peril, must see to it that a shipper furnishing his own cars receives no other or different rates than other shippers who use the cars of the carrier for a similar service.
205. To render a preference of one over another unlawful, under the act to regulate commerce, it is not necessary that it should be accomplished by any "device," and it is equally true that the ingenuity of man can not invent a "device" for the perpetration of an unlawful preference on the part of a carrier engaged in interstate commerce, without incurring the penalties prescribed by the statute.
206. In this particular instance, on account of the phenomenal differences in expense of service rendered, the exceptionally high rates on oil in barrels less than car-load lots as compared with oil in car-load lots are sustained, but the defendant and all other carriers engaged in interstate commerce are notified that there seems to be too great a tendency on their part to make excessive differences in favor of all shipments generally in car-load lots as against shipments of similar articles in less than car-load lots, and that it would be well for each of them to look to their tariffs in this respect before the Commission takes further action on this subject.

Frank L. Hurlburt v. The Lake Shore and Michigan Southern Railway Company. (2 I. C. C. Rep., 122.)

207. In a proceeding to correct a classification of freight made by the initial carrier, which freight before reaching its destination must pass over the roads of several carriers, it is proper to make all such carriers parties; but if the initial carrier alone is made defendant, the proceeding is not for that reason defective. An order requiring that carrier to make the correction will be effectual for the purposes of all subsequent consignments, and there is no difficulty in its being complied with without asking the consent of others.
208. Persons having an interest in a question pending before the Commission will be allowed to appear and be heard when the case is being submitted, without their being made formal parties.
209. Assurances made by a carrier that if one will locate in business on the line of its road his property shall be taken for transportation as belonging to a specified class can not bind the carrier so as to compel a classification accordingly. A right to special rates can not be made out in that way; the classification must have the same construction in favor of all persons; the law requires uniformity and impartiality in the dealings of a carrier with all persons.
210. The railway officials who have made a classification can not testify to their understanding of its construction. A classification sheet is put before the public for general information; it is supposed to be expressed in plain terms so that the ordinary business man can understand it, and in connection with the rate sheets can determine for himself what he can be lawfully charged for transportation. The persons who prepared the classification have no more authority to construe it than anybody else, and they must leave it to speak for itself.
211. It is competent to prove by the testimony of witnesses in what sense terms of art or terms peculiar to any occupation or business are used by those engaged in such occupation or business. But when such terms are made use of in a classification sheet to designate the product of a particular employment, they are supposed to be used as understood in that employment, and it is not competent for railroad experts, when the meaning of the classification is in question, to testify in what sense they are understood in transportation circles.
212. Under a classification which puts lumber in car-load lots in the sixth class, and unfinished wagon materials in the fifth class, it is held that hub blocks which are prepared as such to be sold to the manufacturers of hubs and of wheeled vehicles, but upon which only so much labor has been expended as is needful to put them in condition for seasoning, are to be regarded as the raw material upon which the process of manufacture of hubs is not yet begun, just as boards or the raw material from which wagon boxes are made. The blocks belong, therefore, when not otherwise specified, in the classification sheet with lumber, instead of with unfinished wagon materials.

John W. S. Brady and George T. Parkhurst, partners, trading under the firm name of J. Parkhurst & Co., v. The Pennsylvania Railroad Company, the Pennsylvania Company, the Pittsburgh, Cincinnati and Saint Louis Railway Company. (2 I. C. C. Rep., 131.)

John Henry Nicolai, trading as "Eagle Oil Works," v. The Pennsylvania Railroad Company, the Pennsylvania Company, the Pittsburgh, Cincinnati and Saint Louis Railway Company.

213. Through and continuous lines imply through rates, which must be reasonable rates.
214. When railroad companies make a through and continuous line and offer it for the use of the public, they can not rid themselves of responsibility for unjust charges by breaking the haul in two and calling themselves carriers on the the separate ends of their through line.
215. The Pennsylvania Railroad Company operates a part of a through line which it joins in making, and owns a controlling interest in the capital stock of the Pittsburgh, Cincinnati and Saint Louis Railway Company, by which the other part is operated. *Held*, That the Pennsylvania Railroad Company can not free itself from the responsibility of excessive through rates by getting behind the corporate existence of the other company as a separate carrier.
216. The apportionment of rates to different parts of a through line does not determine the charge to the public, but may be significant on the question of reasonable rates for the whole distance.

217. The danger from transportation of oil through Pittsburgh when apportioned upon all the business is deemed so unimportant as not to materially affect the rates which should be charged.

The New Jersey Fruit Exchange v. The Central Railroad Company of New Jersey and the Lehigh Valley Railroad Company. (2 I. C. C. Rep., 142.)

218. Rates for the transportation of fruit. The traffic originates in the State of New Jersey, and is destined to the city of New York. But the delivery by the defendants to the consignees is made at Jersey City, in New Jersey, and the rates of defendants are made not to New York, but to Jersey City. Under these facts, the traffic, so far as defendants conduct it, is not interstate, and the Commission has no jurisdiction over their rates.

219. As to certain traffic originating in New Jersey and destined to Pennsylvania, it is held that the showing is too indefinite for any conclusion.

The Lincoln Board of Trade v. The Burlington and Missouri River Railroad Company, in Nebraska, and the Chicago, Burlington and Quincy Railroad Company. (2 I. C. C. Rep., 147.)

220. Municipal subscriptions or gratuities do not affect the question of undue preference under section 3 of the act to regulate commerce.
221. Disparity in existing rates to Lincoln and to Omaha found to correspond so closely with the difference in distance that no change is required upon that ground.
222. Principle that the ratio of rates should decrease with increase of distance conceded, but modifying conditions often exist; some of them stated; as applied to the facts in this case, no change in rates required.
223. Lincoln is not naturally entitled to the same rates from Chicago as Omaha, and if such rates were conceded Omaha would probably have a valid ground of complaint.

The Kentucky and Indiana Bridge Company v. The Louisville and Nashville Railroad Company. (2 I. C. C. Rep., 163.)

224. The Kentucky and Indiana Bridge Company has the chartered powers of a common carrier, and is such *de facto*. It is, therefore, under the act to regulate commerce, entitled to demand of railroad companies whose lines are intersected by its tracks the same reasonable, proper, and equal facilities for the interchange of traffic and for the receiving, forwarding, and delivering of property that may lawfully be demanded by other carriers under that act.
225. The Louisville and Nashville Railroad Company united with other companies having lines terminating on the Ohio River at or opposite Louisville in a contract, whereby it was agreed that all their business across the river at that point should be taken over the Louisville bridge. The Louisville Bridge Company was a party to the contract, and the tolls were dependent on the amount of business done, and were diminished as the debt of the bridge company was paid off from funds derived from tolls. A new bridge being constructed over the river at this point, one of the railroad companies which had contracted to take all its business over the old bridge transferred the business to the new bridge. The Louisville and Nashville Railroad Company thereupon refused to receive for transportation over its line any freights which had been brought over the new bridge in violation of the contract made with it. *Held*, That this refusal was unlawful.
226. A common carrier by rail to which property is offered for transportation can not in this indirect manner, and by refusal to perform obligations imposed by law upon it, enforce its contracts, but must for that purpose resort to the customary remedies.
227. Nor can a common carrier, as a reason for refusal to afford to another common carrier the customary, reasonable, and equal facilities for the interchange of traffic, assign the fact that such other common carrier supplies no public necessity, the public having been fully accommodated without it. All railroads created by competent public authority must be conclusively presumed to be public conveniences, and other common carriers can not refuse to exchange traffic with them on any suggestion or showing to the contrary.
228. The fact that statutory regulations of internal commerce are such as to preclude the literal enforcement of preexisting contracts does not affect their validity or make them in a constitutional sense laws impairing the obligation of contracts. Such a consequence is often a necessary result of any considerable change in the general laws, and must be submitted to as such.
229. When a question of rates as between two carriers is involved, the Commission will express no opinion upon it in a case to which one of the carriers is not a party.

The Lincoln Board of Trade v. The Union Pacific Railway Company, and the Southern Pacific Railway Company. (2 I. C. C. Rep., 229.)

230. The grounds of complaint stated in the petition having been obviated by changes in the rate sheets, the Commission abstains from any expression of opinion upon them.

The case above entitled was heard at Lincoln, Nebr., March 21 and 22, 1888, where voluminous testimony was taken. The following cases were heard with it: *I. Friend & Son v. The Southern Pacific Company*, *The Denver and Rio Grande Railway Company*, and *The Burlington and Missouri River Railroad Company*. *Raymond Brothers & Co. v. The Chicago, Burlington and Quincy Railroad Company*, *The Denver and Rio Grande Railway Company*, *The Denver and Rio Grande Western Railway Company*, and *The Southern Pacific Company*. *Plummer, Perry & Co. v. The Union Pacific Railway Company*, and *The Southern Pacific Railway Company* (two cases). *The Lincoln Board of Trade v. The Burlington and Missouri River Railroad Company in Nebraska*, *The Chicago, Burlington and Quincy Railroad Company*, *The Denver and Rio Grande Railway Company*, *The Denver and Rio Grande Western Railway Company*, and *the Southern Pacific Railway Company*.

The Lincoln Board of Trade v. The Missouri Pacific Railway Company. (2 I. C. C. Rep., 155.)

231. Distance by shortest route is properly to be considered in determining the propriety of rates by a longer competing line.
232. Rates from St. Louis to Omaha a little higher than those charged to Lincoln, which is a trifle less distance upon a branch line, sustained under the peculiar circumstances of the case.
233. Consideration should be had of consequences which might follow a modification of the principle upon which the rates complained of are constructed.
234. The general plan upon which rates are constructed from Chicago and St. Louis to Missouri River points and interior Nebraska points approved, no better system being as yet suggested. Difficulties which might result from throwing this system into confusion stated.
235. The operation of the fourth section of the act controls the extent to which Missouri River rates extend into the interior of Nebraska and Kansas; Lincoln and other towns lying west of that line must accept their geographical situation and its consequences.

The Delaware State Grange of the Patrons of Husbandry v. The New York, Philadelphia and Norfolk Railroad Company et al. (2 I. C. C. Rep., 309.)

236. The Commission is liberal in allowing amendments to complaints, but will not allow one that would be in effect making a new case.
237. Amendment is not necessary to bring in matters that would have been the subject of proof under the complaint as originally filed.
238. A case involving local rates ordered to be heard before the Commission at a central point in the territory immediately affected by the rates.

In the matter of the Chicago, St. Paul and Kansas City Railway Company. (2 I. C. C. Rep., 231.)

239. A railroad company which, for cases not apparently affected by water competition or by the competition of carriers not subject to the act to regulate commerce, had issued rate sheets which in many cases made for the transportation of like freights the greater charge for the shorter haul on the same line in the same direction, the shorter being included in the longer distance, was called upon to justify such rate sheets at a public hearing.
240. Notice ordered to be published of such hearing, that competing carriers and the public generally might have opportunity to attend and be heard.
241. The showing by respondent that a competitor for business between the termini of its line makes charges for the transportation of freight which are below what are reasonable and just to the carrier itself, does not alone make out the dissimilar circumstances and conditions entitling the respondent to make charges for the transportation of freights from one terminus to an intermediate station which are greater than those made for the transportation of like freights from the same terminus to the other.
242. The provision in the first section of the act to regulate commerce, that "all charges made for any service rendered, or to be rendered, in the transportation of passengers or property, or in connection therewith, or for the receiving, delivering, storage, or handling of such property shall be reasonable and just, and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful," does not render rates that are unreasonably low illegal in a sense that will authorize the Commission to prohibit their being made.

243. The Commission has no power to order rates to be increased upon the ground that they are so low that persistence in making them would be ruinous.
244. Congress, in the provision above recited regarding rates, was legislating for the protection of the general public, and not for the protection of the carriers against the unreasonable action of their own officers, or against excessive competition. The act to regulate commerce assumes that the carriers, in their power to make rates, have ample remedy to protect against rates which are unreasonably low.
245. A leading purpose of the act to regulate commerce is to prevent the giving of unjust preferences and advantages as between localities, in railroad transportation. This purpose would be defeated if any one carrier by making unreasonably low rates to any locality would thereby entitle all other carriers competing with it to make on their lines greater charges upon the shorter hauls to other stations than were made over the same line in the same direction to the locality thus favored.

Nathaniel W. Howell, Hiram A. Pooler, Charles M. Thompson, Cornelius B. Wood, and A. T. Moshier, as a committee of the farmers and milk producers of Orange County, N. Y., *v.* The New York, Lake Erie and Western Railroad Company, The New York, Ontario and Western Railway Company, The New York, Susquehanna and Western Railroad Company, and the Lehigh and Hudson River Railway Company. (2 I. C. C. Rep., 272.)

246. A question of reasonable rates can not be properly decided without full knowledge of all the facts concerning the particular traffic in question and its relations to the other traffic of the carrier. Some of the elements stated which are necessary and proper to be considered.
247. Proof that certain rates are very profitable to the road, and that they are higher than the rates charged on certain other somewhat similar commodities, is not of itself a sufficient ground for determining either that such rates are unjust, or what rates would be just and reasonable for the traffic in question.
248. Case retained for further showing upon the question of the reasonableness of the rates charged for transportation of milk and cream from producing points to Jersey City.
249. Grouped rates not peculiar to milk traffic. Other instances stated and distinguished.
250. Transportation of milk an exceedingly peculiar kind of traffic. Time of the first importance. Arrangements stated by means of which the delivery of a regular daily supply to all consumers in large cities is accomplished. The elements of extra expense are substantially the same upon milk transported from every part of the line of road over which the special milk train runs.
251. Grouping of milk rates over large extent of territory not shown to injuriously affect the producers who complain; their product is not reduced in value, nor is any part of it left unsold, while the requirements of consumers demand a steadily increasing area of supply.
252. Prejudice and advantage become undue and unreasonable when the results are such as to effect some tangible injury to the complaining party. Without some proof of damage resulting to complainants, an advantage in rates as related to distance is not necessarily undue or unreasonable, no substantial difference in expense appearing to exist.
253. The existing arrangement by which the same rate is charged for the transportation of milk from all points reached by the regular daily milk trains of the defendant roads found to be not illegal, and on the whole to be the best system that can be devised for the general good of all interested parties.
254. A considerable additional expense, such as is involved in the collection of milk beyond the end of the route of the milk train, is a fact in consideration of which a somewhat higher rate would be just, and is, perhaps, necessary, in order to properly equalize the proportionate privileges of the traffic.

The Spartanburg Board of Trade *v.* The Richmond and Danville Railroad Company, The Central Railroad and Banking Company of Georgia, The Louisville and Nashville Railroad Company, The Augusta and Knoxville Railroad Company, The Port Royal and Augusta Railroad Company, The Port Royal and Western Carolina Railroad Company, The Ohio and Mississippi Railway Company, The Nashville, Chattanooga and Saint Louis Railway Company, The Saint Louis, Iron Mountain and Southern Railway Company, The Chicago, Saint Louis and Pittsburgh Railroad Company, The Jeffersonville, Madison and Indianapolis Railroad Company, The Cincinnati, Hamilton and Dayton Railroad Company, The Cincinnati Southern Railroad Company, The East Tennessee, Virginia and Georgia Railway Company, The Western and Atlantic Railroad Company, The Western North Carolina Railroad Company, The Asheville and Spartanburg Railroad Company, The Georgia Rail-

road Company, The Illinois Central Railroad Company, and The Cincinnati, Indianapolis, Saint Louis and Chicago Railway Company. (2 I. C. C. Rep., 304.)

255. The Commission is not willing to determine the relative reasonableness of rates at many stations, and in a large extent of territory, upon the mere face of tariffs, and without further proof.

256. Where it is obvious that there are many parties interested as directly as is the complainant in the question before the Commission, opportunity will be given them to appear on the taking of evidence.

257. Where on a question of rates it appears that higher rates are made upon the shorter hauls on the same line and in the same direction, the carrier making them must take the burden of proof to show their reasonableness.

258. A case finally submitted without evidence ordered adjourned to a future day for the purpose of taking evidence on the principle above stated.

C. H. Griffie v. The Burlington and Missouri River Railroad Company in Nebraska, and also as lessee of the Atchison and Nebraska Railway. (2 I. C. C. Rep., 301.)

259. The offense under section 2 of the act to regulate commerce of giving free transportation to an individual consists in the charging, demanding, collecting, or receiving by the carrier from some other person or persons a compensation for a like service when none is contemporaneously charged or received from the person thus transported free.

260. Where a free pass was given to a discharged employé of the company on the assumption that he might still be regarded as an employé, but it affirmatively appeared that it was never used, and that it expired in the hands of the party to whom it was issued by a limitation contained on its face, and was produced before the Commission as an unused instrument in a proceeding in which a complaint of its issue was made, *held*, that the facts did not show that a breach of the third section of the act had been committed, no free transportation whatever having been had, and the party being entitled to none according to the terms of the instrument as it then was.

The Detroit Board of Trade and the Detroit Merchants' and Manufacturers' Exchange v. The Grand Trunk Railway of Canada and the New York Central and Hudson River Railroad Company. (2 I. C. C. Rep., 315.)

261. When freight—for example, grain—is hauled to the seaboard for export, or to New England points, from the Northwestern States and Territories of the American Union; or when freight is hauled from the seaboard or New England points to the Northwestern States or Territories through the cities of Detroit and Chicago, the rule invoked by the petitioners in this case as a basis of relief, namely, that an estimated portion of this through rate as between the points of origin of the freight and Detroit must not be lower in proportion to distance than the rate upon the freight from such points of origin destined to Detroit, is one that can not be sustained.

262. Rates must be relatively fair and reasonable as between localities in essential respects similarly situated, not according to any rule of mathematical precision, but in substance and in fact, having regard to the geographical and relative positions of the localities, so that one will not be favored to the unjust prejudice of the other.

263. Where a system of rates is made by a number of carriers covering a widely extended territory which seem to be reasonable in themselves and relatively fair, so far as the evidence in this case shows, the Commission will not order them to be changed at one important point, thereby rendering other changes unavoidable at a large number of other points, and throwing the rates of the entire system into confusion and unsettling values, unless a case arises in which it is necessary that this should be done in order to enforce compliance with the law and to reach the ends of substantial justice.

In the matter of the Tariffs of the Transcontinental Lines. (2 I. C. C. Rep., 324.)

264. Rates that are just and reasonable from selected manufacturing points, through the entire territory east of the Missouri River and west of the Atlantic seaboard, are *prima facie* just and reasonable from all other points in the same territory.

265. A tariff naming a rate from one locality lower than that enjoyed by its neighbor, when the circumstances are the same, tenders a preference or advantage to the first; and when any shipper is damaged by the exaction of an additional burden the preference becomes undue and unreasonable, unless it can be justified upon some sound and substantial ground.

266. Common carriers are under obligations to take all descriptions of ordinary traffic from all points, and it is right that the rates should be known and announced publicly in advance of the offering of traffic.

- 267. Under the act to regulate commerce shippers are not to be put in a position of subserviency to common carriers, nor required to ask for rates, but are entitled to equal and open rates at all times.
- 268. Discriminations are made and undue advantages are given by the special tariffs in question, in giving different rates to places named and those not named; to manufactured articles named and those not named; to jobbers at places named and those not named; to manufacturers and to jobbers and other dealers.

James C. Savery & Co., doing business under the name of the American Emigrant Company, *v.* The New York Central and Hudson River Railroad Company, The New York, West Shore and Buffalo Railway Company, The New York, Ontario and Western Railway Company, The New York, Lake Erie and Western Railroad Company, The Delaware, Lackawanna and Western Railroad Company, The Pennsylvania Railroad Company, and the Baltimore and Ohio Railroad Company. (2 I. C. C. Rep., 338.)

- 269. The matter of the reception of immigrants at the port of New York having been put by the laws of the State under the control of a board of commissioners of emigration, and that board having made such regulations as it has deemed desirable for the protection of the immigrants until they are ticketed and put on board railroad trains for their respective ultimate destinations, and the Federal Government, through its legislative and executive departments, having sanctioned the control by the commissioners of emigration, the Interstate Commerce Commission has no authority to interfere with their regulations.
- 270. Not having the authority to interfere directly and control the commissioners of emigration, it can not do so indirectly by inhibiting the railroad companies from carrying out the arrangements made by the commissioners with them.
- 271. There is nothing illegal or wrongful in a railroad company making a rate for immigrants as a class, and declining to give the same rate to others for whom different accommodations are furnished.
- 272. A railroad company which transports immigrants in unfit cars will be required to provide better accommodations, and to ascertain their fitness the Commission will make its own inspection.
- 273. The rates complained of in this case as excessive were voluntarily reduced pending the proceedings.

James F. Slater *v.* The Northern Pacific Railroad Company. (2 I. C. C. Rep., 359.)

- 274. A complaint made for the purpose of retaliation for a fancied wrong, as to get even with a carrier for the revocation of complainant's pass, does not commend itself to the Commission.
- 275. A carrier which has conformed to the ruling of the Commission should not be prosecuted for alleged violations of law in that respect which have occurred before such ruling was made, and under a construction of the law then approved by the carrier's counsel.
- 276. Free transportation issued in the form of an annual pass to a person not in the regular and stated service of the carrier nor receiving any wages or salary under a contract of employment, but requested by him as compensation for throwing in its way what business he conveniently could, held to be illegal.

In the matter of Relative Tank and Barrel Rates on Oil. (2 I. C. C. Rep., 365.)

- 277. In deciding a case against one or more carriers who are charged with making rates which are unjustly discriminating in a certain line of traffic, the decision made upon the facts of the particular case does not necessarily govern rates in other sections of the country where the facts bearing upon them may be altogether different.
- 278. In cases against carriers who were charged with discriminating unjustly in their rates as against those shipping petroleum and its products in barrels in favor of those who shipped in tank cars, the evidence, among other things, showed that in the territory served by the defendants the shipment in barrels was most dangerous, and also that when shipment was in tanks there was greater likelihood of return loads. The difference in rates made by the carriers was considerable; the Commission equalized this, but still permitted a charge for the weight of the barrel.
- 279. In the same cases it was incidentally made to appear that on the Pennsylvania system of roads some of the conditions affecting rates on this traffic were the reverse of those above stated, and the rates had therefore been made the same by quantity, whether the shipment was in tanks or barrels. On the decision above referred to being made the rates on barrel oil were

raised by the managers of the Pennsylvania system so as to include a charge for the weight of the barrel. This was claimed to be done in order to come into conformity with the action of the Commission.

Held, That the action was unwarranted. A decision on facts does not establish a principle to govern where the facts are different, and no facts which had been laid before the Commission would have authorized a ruling raising the rates on the Pennsylvania roads on barrel oil, either absolutely or relatively.

The New Orleans Cotton Exchange v. The Cincinnati, New Orleans and Texas Pacific Railway Company, The Alabama Great Southern Railroad Company, The Vicksburg and Meridian Railroad Company, The Vicksburg, Shreveport and Pacific Railroad Company, and The New Orleans and North Eastern Railroad Company. (2 I. C. C. Rep., 375.)

280. To correctly estimate the causes influencing the movement of cotton and the falling off in the proportion of the crop received at New Orleans in recent years, the rail lines of transportation constructed improved methods, and new conditions must be taken into account.

281. Whether railroad companies combine or act separately in making rates and charges is not so important. The essential requirement is that, however made, they shall be reasonable of themselves and so fairly adjusted as to be reasonable in their relations to each other and in their results.

282. That under like conditions freight can be carried proportionally lower for long than short distances is as nearly settled as anything relating to railroad charges can be. Equal mileage rates would often prevent legitimate competition and give a monopoly in transportation to the best and shortest road.

283. The reasonableness of rates can not be fairly determined in a proceeding to which some of the parties responsible for such rates are not parties.

284. Commerce between points in the same State, but which in being carried from one place to the other passes through another State, is interstate commerce, and subject to regulation by the provisions of the act to regulate commerce.

285. In determining what are reasonable rates the fact that a road earns little more than operating expenses is not to be overlooked, but it can not be made to justify grossly excessive rates. Wherever there are more roads than the business at fair rates will remunerate, they must rely upon future earnings for the return of investments and profits.

286. To be reasonable, the rate from Meridian to New Orleans should not exceed \$1.50 per bale, compressed cotton.

Rice Robinson and Witherop v. The Western New York and Pennsylvania Railroad Company. (2 I. C. C. Rep., 389.)

287. Where unreasonableness of freight rates on oil in carload lots is charged on short local hauls, for example, from Titusville, Pa., to Buffalo, N. Y., and the charge is attempted to be sustained on a comparison of these rates with rates on what is usually an inferior grade of oil transported from Titusville through Buffalo to Perth Amboy, N. J., for export, chiefly in the cars of another company, and it appears that upon such shipments destined to Buffalo there are expensive terminal charges, while upon such shipments to Perth Amboy these terminal charges are far less considerable, the circumstances and conditions which control the making of the rates in each instance are substantially dissimilar.

288. In arriving at what is a just and reasonable rate on freight transported by a carrier on a short local line, having but a small volume of business, where the cost of transportation is exceptionally great, arising from steep grades, sparse population, and light traffic, these are circumstances and conditions of controlling weight in the making of the rates and can not be overlooked when a question of their reasonableness is involved, and under such circumstances the fact that an independent pipe line from Titusville to Buffalo transports oil between these points at lower rates than the railroad company constitutes no just reason why the railroad company should be required to reduce its rates to those of the pipe line.

289. Where a change of rates, for example, those on the defendant's line in this instance, would involve a reduction of rates on the Dunkirk, Allegheny, Pittsburg, and other competing lines not parties to this proceeding, and unsettle relative rates in a large extent of territory, such a change ought not to be made unless based upon adequate grounds.

290. The charge of unjust discrimination is not sustained by the evidence in this case.

In the matter of Passenger Tariffs and Rate Wars. (2 I. C. C. Rep., 513.)

291. Reduction of passenger rates without consent of connecting lines over which

tickets are sold, and without filing schedules thereof with the Commission, *held* to be in violation of section 6 of the act to regulate commerce.

292. A passenger rate war in which rates were repeatedly reduced by several competing lines to an exceedingly low basis on a particular class of traffic, without any filing of tariffs, was contrary to the requirements of law, as well as against the true interest of each party thereto.
293. Reductions in competitive passenger rates can not legally be made without at the same time reducing intermediate rates, as required by the fourth section of the act.
294. No necessity or compulsion is created by a war of rates which justifies disobedience of the statute.
295. The employment of ticket brokers and scalpers for the sale of railroad tickets placed in their hands to be disposed of at reduced rates under the pretense of paying commissions thereon, *held* illegal.
296. Rates lower than the established tariff are prohibited by law.
297. Rates obtained from ticket brokers lower than those offered at the regular offices of the company effect unjust discrimination.
298. The business of ticket brokers and scalpers investigated and described.
299. Existing methods respecting excursion and mileage tickets considered and found to lead to various abuses.
300. Recommendations made for amendment of the law.

William P. Rend v. The Chicago and North-Western Railway Company. (2 I. C. C. Rep., 540.)

301. Group rates may be properly made from a large number of mines composing a coal mining district extending across the State of Illinois to points in western Wisconsin, Minnesota, and Dakota, the distance from each part of the group by some route being substantially a fair equivalent of the distance from other parts, and the commercial necessities being substantially the same for all.
302. The group rate so established is properly extended to coal shipped to the same territory locally from Chicago, no lower rate being possible on account of the operation of the fourth section of the act, some of the lines passing through the mining district en route from Chicago to the points of distribution.
303. Through rates by way of Chicago to the same territory from mines in the eastern part of the group are necessarily made the same with the group rates established on other routes from the same vicinity, and their discontinuance would simply leave the market open to the product of other Illinois mines at the same transportation charge.
304. Under the exceptional circumstances requiring such through rates, shippers locally from Chicago of Ohio and Pennsylvania coal can not justly insist upon rates no higher than the division of such through rate which appertains to the lines running northwest from that city, the circumstances under which the through rate is made being such that it can not be differently adjusted.
305. The question of relative injustice must be viewed upon broader grounds than a mere balancing of one rate against another. A reduction which will throw into confusion an adjustment of rates over a large section of country which are not claimed to be unreasonable of themselves, should not be required without a clear right thereto exists under some direct provision of the law.
306. A reduction of the rates on local shipments from Chicago to the proportion received by the northwestern lines upon the division of the through rates aforesaid would involve either a general reduction from the entire group under the short haul clause of the law or an abandonment by defendant of the through rates in question, neither of which would benefit complainant, while both would do great injury to all other interests. Under such circumstances the preference is not undue nor is the advantage complained of unreasonable.

The Chamber of Commerce of the City of Milwaukee v. The Flint and Pere Marquette Railroad Company and the Detroit, Grand Haven and Milwaukee Railway Company. (2 I. C. C. Rep., 553.)

307. The rate of 30½ cents per 100 pounds on wheat, flour, and mill stuffs from Minneapolis *via* Milwaukee to New York and common billing points, established by the defendants and their connecting lines, February 1, 1888, was a through rate.
308. The percentage, amounting to 25 cents per 100 pounds, received by the defendants and their connecting lines east of Milwaukee as their proportion of this through rate on shipments from Minneapolis and points west of Milwaukee,

and between Milwaukee and Minneapolis, while the defendants charge 25½ cents per 100 pounds on the same class of freight originating at Milwaukee and transported over their lines and connecting lines to eastern points, was not an unjust discrimination against Milwaukee, nor did it injure the business of Milwaukee, nor was it a violation of the act to regulate commerce, approved February 4, 1887.

309. A rate is none the less a through rate when freight is shipped upon a through bill of lading from the point of origin to destination, accompanied by a way bill showing the route over which it is to pass, with the percentages of all the other lines set forth on the way bill, because the initial carrier charges its local rate as part of the total rate and the remaining lines charge an agreed rate made by percentages.
310. When a combined rate, evidenced by a through bill of lading from the point of origin to destination, has every substantial constituent of a through rate, it is not necessary that it should be formally "quoted" by one of the carriers to another who is engaged in the making of it, in order to constitute it a through rate. Names are nothing in such a transaction; the law looks at the elements and substance of the transaction itself.
311. Through rates, as such, discussed and defined.
312. Through rates, like any other agreements that parties competent to contract may make, admit of very great variety in the forms they assume; and such rates, when reasonable and fairly adjusted, in their relations to local business, are greatly favored in the law because they furnish cheapened rates and greater facilities to the public, while at the same time they give increased employment and earnings to a larger number of carriers.
313. The difference between proportions of through rates along the same lines should be fairly reasonable in amount and properly guarded in their application, and not such as to injure or suppress business in one locality in order that it may be stimulated and built up in another.
314. Where a rate is in itself a through rate and made up of percentages to an intermediate point on a long haul, the circumstances and conditions of transportation must be rarely exceptional indeed to be of such controlling force as to warrant any considerable excess of such a rate in amount over a percentage of a through rate for an equal distance along the same line by way of the same point to a more distant point.
315. Milling in transit rates as part of a through rate in this case discussed.

Milton L. Myers, survivor of Hostetter & Company, *v.* The Pennsylvania Company, operating The Pittsburgh, Fort Wayne and Chicago Railway, The Baltimore and Ohio Railroad Company, The Lake Shore and Michigan Southern Railway Company, The Pittsburgh and Lake Erie Railroad Company, The New York Central and Hudson River Railroad Company, The Allegheny Valley Railroad Company, and The Pennsylvania Railroad Company. (2 I. C. C. Rep., 573.)

316. Hostetter's Stomach Bitters, prior to the act to regulate commerce, were shipped under the Middle and Western States Classification in the third class in less than car loads, and in the fourth class in car loads.
317. Bitters generally in that classification were classed in first class in less than car loads, but were also put in the third class, with the specification "Manufacturer's Account, released by shipper," under which these bitters were shipped. No other article, except wine, was so classified and shipped.
318. After the act to regulate commerce the Official Trunk-Line Classification superseded the former classification and bitters were classified in first class, with other liquids similar in character, marketable value, and manner of shipment. The class rates under the Official Classification are lower than under the one previously used.
319. In October, 1888, by a change in the Official Classification, bitters in car loads were placed in third class.
320. On complaint for unjust and unreasonable rates: *Held*, That a former special and preferred rate is not a fair test of the reasonableness of a present rate.
321. The proper classification of an article is to be judged relatively by the classification of other articles similar in character, equality, and conditions of transportation.
322. The rate on bitters as at present classified, compared with analogous articles, is not so unreasonable as to demand a change of the classification of that particular article. The propriety and extent of a change can more appropriately be acted upon in connection with other articles, in a general revision of the classification.

L. Lippman & Co. *v.* The Illinois Central Railroad Company. (2 I. C. C. Rep., 584.)

323. A railroad company is under special obligation to give reasonable rates for its local business, but there are many influences which may affect through rates while not bearing upon local rates at all, or, if at all, in less degree.

324. Through rates are not necessarily illegal which when divided between carriers give them less than their local rates, provided that the through rate itself is not less than some one of the locals, or unjustly discriminating against individuals or localities, or so low as to burden other business with part of the cost of the business upon which it is imposed.

In the matter of the Petition of the Produce Exchange of Toledo. (2 I. C. C. Rep., 588.)

325. After a complaint upon elaborate pleadings and proofs has been heard and determined by the Commission, and no party to the proceeding has applied for a rehearing, an application for a rehearing made by others who were not parties to the proceeding will not be granted.

326. In such a case, if upon a new or different complaint it should appear that any conclusion of the Commission in the case so decided has been erroneous, the Commission would feel it to be a duty to correct such conclusion.

327. Where relative rates are the same at points not far distant from each other on the same system of railroads, it is the practice of the Commission in determining the reasonableness of rates upon a complaint made at one of these points to consider the bearings and relative equality of rates at all of the points so situated, before ordering a change at any one of them in order to avoid preference to one and prejudice to another.

The Michigan Congress-Water Company v. The Chicago and Grand Trunk Railway Company. (2 I. C. C. Rep., 594.)

328. Where a complaint is made against the reasonableness of through rates agreed upon by several connecting lines, it is necessary to make all such connecting lines parties defendant. Citing and affirming the rule laid down on this subject in 1 I. C. C. Rep., 199; 1 I. C. C. Rep., 237; 1 I. C. C. Rep., 490.

329. Unauthorized declarations of a depot agent, implying that a tank car which has just returned from one long journey is in a safe condition to be loaded and started on another long run, are not binding upon the railway company.

330. After a freight tank car has just returned from one long journey it is the duty of the carrier, before permitting it to start out loaded on another distant run, in which the lives and safety of brakemen, trainmen, and the property of the shipper will be involved, to have such car carefully inspected by a competent inspector, in order to ascertain whether it is in a safe condition for such service.

331. On all the facts in this case, *held* (1) that the tank car of complainant when loaded was not in a safe condition to be transported by the defendant in April, 1888, and that it was not the duty of defendant to transport it at that time; but it was the duty of complainant to have it repaired before insisting upon its being transported by the defendant; (2) that neither the defendant nor any of its officers and agents have been engaged, as complained, in combinations with connecting lines, or other parties, to prevent complainant from obtaining reasonable rates and facilities for the transportation of its mineral water, or to give other mineral waters a preference in rates and facilities over those accorded to complainant; (3) that defendant's officials and agents have not acted in a malevolent spirit toward complainant in throwing obstructions in the way of its transporting mineral water over defendant's line and its connecting lines.

T. M. C. Logan, F. D. Babcock, and E. M. Parsons, executive committee of the Northwestern Iowa Grain and Stock Shippers' Association, v. Chicago and North-Western Railway Company. (2 I. C. C. Rep., 604.)

332. The service may be rendered under such dissimilar circumstances as to make it lawful to charge more for the same distance on one line or branch than on another line or branch of the same road.

333. A departure from the rule of equal mileage rates as applied to the several branches of the road is not conclusive that such rates are unlawful, but the burden is on the company making such departure to show its rates to be reasonable when disputed.

334. A railroad company while long maintaining a rate without the presence of competition on other than equal terms is making evidence that such rate is not too low.

335. The Chicago and North-Western Railway Company has two routes or lines between Chicago and Sioux City, formed by its main line and different branch lines, and a greater charge for a shorter than for a longer distance in the same direction, the shorter being included in the longer distance, on either of said routes or lines, is unlawful under the fourth section of the act to regulate commerce.

336. Two of the south branch lines of said railway company are crossed by the main line of the Chicago, Milwaukee and St. Paul Railway Company. From points

on these branch lines the North-Western Company comes in competition with the St. Paul Company, from its main-line points. *Held*, That the charges on these branches do not establish a standard of reasonable rates for like distances from points on the north branch of the same company, where no such competition exists.

337. Said railway company had in force from Nebraska points to Turner, Ill., a tariff sheet directing corn destined to the seaboard to be billed from such Nebraska points to Turner at different rates when destined to different seaboard points. The corn was carried from Nebraska to Chicago, where the rebilling and transferring was done. No shipments could be made under this tariff from Iowa points. *Held*, That, as billed, the shipment was to Turner; that by billing at different rates to Turner an illegal preference was given, and that Iowa grain growers were subjected to unreasonable disadvantage in marketing corn.

The Imperial Coal Company and Andrews, Hitchcock & Company v. The Pittsburgh and Lake Erie Railroad Company, and The New York, Lake Erie and Western Railroad Company, as lessee of the New York, Pennsylvania and Ohio Railroad. (2 I. C. C. Rep., 618.)

338. A group rate for a particular district upon a commodity for which a large demand exists, and intended to place producers in the district upon an equality among themselves and with producers of the same commodity from other districts, all competing in a common market, is not unlawful merely on account of differences in the geographical location of different producers and their respective distances from the market.
339. Actual undue prejudice or damage of which the rate is the cause must result to the more favorably situated producers to render a group rate unlawful.
340. In determining the question of undue prejudice from a rate distance is only one of the factors, and other material facts, such as character and quality of the commodity, cost of production, extent and nature of the competition in the business itself and by other transportation lines, and the interests of the public in the use of the commodity and its market cost are to be considered.
341. A rate of 90 cents a ton on coal shipped to Lake Erie for a district covering a radius of 40 miles around Pittsburg, Pa., embracing a large number of mines of substantially like cost of production and like character of coal, has prevailed since the act to regulate commerce took effect. The coal from the different mines is in competition at Lake Erie, and is transported over several different and competing lines of railroad, all carrying at the same rate. The coal from the district is also in competition with similar coal from the Hocking Valley district in Ohio, and from other districts. The complainants' mines are near the center of the district, and some mines in competition with them are at a greater distance from the lake, varying from 20 miles to 43 miles. On all the facts of the case, *held* that the rate in itself not being unreasonable it does not appear that it subjects the complainants to undue prejudice, or that it gives an unreasonable preference to the more distant mines.
342. The question of a greater charge in the aggregate for a shorter than for a longer distance over the same line in the same direction is not to be determined by the proportion allotted to different roads on the line, but by the rate as an entirety.

In the matter of Joint Water and Rail Lines. (2 I. C. C. Rep., 645.)

343. The act to regulate commerce does not empower the Commission to compel railroad companies to enter into joint arrangements with carriers by water for through carriage at through rates.
344. The fact that a railroad company makes such joint arrangements for one of its branch roads will not charge it with unjust discrimination for refusing to make identical arrangements on other parts of its system when it appears that from such other parts of its system it actually makes through arrangements by a more direct route and at the same rates which are presumptive of equal convenience to shippers.

In the matter of Passenger Tariffs. (2 I. C. C. Rep., 649.)

345. Methods generally adopted by carriers in the preparation and publication of rate sheets, if in substantial compliance with the law, and sufficient for the purposes of public information, while not necessarily to be accepted by the Commission as a standard, may be acquiesced in until a better mode can be substituted.
346. When there is no joint rate in effect from a station on the line of one carrier to a station on another carrier's line, to which a ticket is applied for, it is competent to name a through rate made up of the sums of rates prevailing on the several roads or parts of roads made use of in the journey; using for

such a through rate local rates, where there are no joint rates in effect, and joint rates in combination with locals where they are in effect for any part of the distance. When no joint rates are announced, it is understood that the local rates are employed in arriving at the through rate.

347. New individual or joint passenger tariffs must be posted at stations to which they apply, and tickets can legally be sold on combinations of initial or terminal locals therewith.
348. Mileage, excursion, or commutation passenger tickets must be offered impartially to all who accept the conditions on which they are issued, and the rates at which they are sold must be published. The general requirements of the act to regulate commerce as amended are as applicable to these classes of tickets as to any others.
349. Party rates and passengers carload rates lower than contemporaneous rates for single passengers constitute discrimination between persons entitled to transportation at equal rates, and are therefore illegal.

The Little Rock and Memphis Railroad Company v. The East Tennessee, Virginia and Georgia Railroad Company, and The St. Louis, Iron Mountain and Southern Railway Company. (3 I. C. C. Rep., 1.)

350. English legislation and the procedure thereunder, in respect to applications by carriers to be admitted to through routes and to participate in through rates, stated; and principles then applied explained.
351. The act to regulate commerce was probably intended to effect similar results, but in its present form and in the absence of the necessary machinery, it is not adequate to afford the relief prayed in the petition.
352. Recommendations of Second Annual Report for amendment of section 3 renewed. *Kentucky and Indiana Bridge Company v. Louisville and Nashville Railroad Company* (2 I. C. C. Rep., 162), referred to and explained.

In the matter of the Tariffs and Classifications of the Atlanta and West Point Railroad Company and other companies. (3 I. C. C. Rep., 19.)

353. Investigation by the Commission, on its own motion, concerning course pursued by certain carriers in respect to compliance with the provisions of the act to regulate commerce.
354. Results as ascertained stated, and recommendations made for further advances in the direction of conformity to the law.
355. Short-haul clause, principles giving application of as heretofore announced by Commission, and again affirmed and applied.
356. Form of tariffs and classifications in use criticised and requirements of statute stated in respect thereto.

Rice, Robinson and Witherop v. The Western New York and Pennsylvania Railroad Company. (3 I. C. C. Rep., 87.)

357. After a case has been decided, a petition to open it for further testimony and a rehearing should be verified, and should indicate the nature of the new testimony and its purpose.
358. When a question of general public interest is involved, the Commission, in its own discretion, and in furtherance of justice, may open a case to give parties the benefit of a more extended investigation of the same subject-matter in other pending cases.

In the matter of the Investigation of the Acts and Doings of the Grand Trunk Railway Company of Canada in the Transportation of Traffic from the United States into Canada. (3 I. C. C. Rep., 89.)

359. The provisions of the act to regulate commerce apply to foreign as well as domestic common carriers engaged in the transportation of passengers or property, for a continuous carriage or shipment, from a place in the United States to a place in an adjacent foreign country.
360. The common carriers engaged in such transportation are subject to the provisions of the act in respect to the printing of schedules of rates, fares, and charges for the traffic they carry, the posting and filing with the Interstate Commerce Commission of copies of such schedules, the notice of advances and reductions, and the maintenance of the rates, fares, and charges established and published and in force at the time.
361. Such common carriers are also subject to the provisions of the act in respect to joint tariffs of rates, fares, and charges for continuous lines or routes.
362. The carriage of freights can not be prevented from being treated as one continuous carriage from the place of shipment to the place of destination by any means or devices intended to evade any of the provisions of the act.
363. Under the provisions of the act the Grand Trunk Railway of Canada is required to print, post, and file its schedules of rates and charges for the

transportation of property from points in the United States to points in Canada, and can not lawfully charge, demand, collect, or receive from any person or persons a greater or less compensation therefor, or for any services in connection therewith, than is specified in such published schedule as may at the time be in force.

364. Upon an investigation by the Commission it appeared that the Grand Trunk Railway Company of Canada transports coal and coke under a schedule specifying a total rate from Buffalo, Black Rock, and Suspension Bridge, in the United States, to Hamilton, Dundas, and several other points in Canada, and that the published tariff rate for such transportation from points named to Hamilton and Dundas is \$1 a ton, but that it accepts a reduced charge or allows a rebate of 25 cents a ton in favor of certain consignees at Hamilton, Dundas, and other points in Canada.
365. *Held*, That the reduced charge accepted, or rebate allowed, is in violation of the act to regulate commerce and unlawful.
366. The Interstate Commerce Commission has authority to institute investigations and to deal with violations of the law independently of a formal complaint or of direct damage to a complainant.

William H. Heard *v.* The Georgia Railroad Company. (3 I. C. C. Rep., 111.)

367. It is a lawful duty that a carrier, like the defendant, owes to the traveling public, in carrying out its rule of furnishing separate cars to white and colored passengers on its line engaged in interstate travel, to make them equal in comforts, accommodation, and equipment, without any discrimination.
368. It is a lawful duty which a carrier, like the defendant, owes to the traveling public, engaged in interstate travel over its line, to afford the equal protection of the law alike to all such passengers, without regard to race, color, or sex, against undue prejudice and disadvantage from disorderly conduct on the part of other passengers or persons.
369. On the facts in this proceeding, *held*, that the defendant violated the law in each of the foregoing respects as against petitioner.

Putnam P. Bishop *v.* H. R. Duval, receiver of the Florida Railway and Navigation Company. (3 I. C. C. Rep., 128.)

James A. Harris *v.* H. R. Duval, receiver of the Florida Railway and Navigation Company, and other carriers.

370. When, pending a proceeding begun to test the reasonableness of rates, the rates are reduced and made satisfactory to the complainants the Commission will not consider the question whether the rates before reduction were or were not excessive; that question having by the reduction made become purely abstract and speculative.
371. The question whether rates paid ought to be refunded having been presented to a judicial tribunal, where it is now pending, the Commission will not take cognizance of it.

Milton L. Myers, survivor of Hostetter & Co., *v.* The Pennsylvania Company, operating The Pittsburg, Fort Wayne and Chicago Railway; The Baltimore and Ohio Railroad Company; The Lake Shore and Michigan Southern Railway Company; The Pittsburgh and Lake Erie Railroad Company; The New York Central and Hudson River Railroad Company; The Allegheny Valley Railroad Company; and The Pennsylvania Railroad Company. (3 I. C. C. Rep., 130.)

372. A petition to reopen a case that has been decided, and for a rehearing, should show *prima facie* that some material testimony has been overlooked or misapprehended, or some error in the findings of fact or conclusions of law.
373. When the application is insufficient in these respects, and only asks for a rediscussion of the facts and law already considered, with no offer of new evidence that can change the result, the application will be denied.

The New York Produce Exchange *v.* The New York Central and Hudson River Railroad Company; The Michigan Central Railroad Company; The Lake Shore and Michigan Southern Railway Company; The Chicago and Grand Trunk Railway Company; The Great Western Railway Company of Canada; The New York, Lake Erie and Western Railroad Company; The Chicago and Atlantic Railway Company; The New York, Pennsylvania and Ohio Railroad Company; The New York, Chicago and St. Louis Railroad Company; The West Shore Railroad Company; The Delaware, Lackawanna and Western Railroad Company; The Grand Trunk Railway Company of Canada; The Pittsburg, Fort Wayne and Chicago Railway Company; The Pennsylvania Railroad Company; The Pittsburgh, Cincinnati and St. Louis Railway Company; The Wabash Western Railway Company; The Baltimore and Ohio Railroad Company; The Philadelphia and Reading Railroad Company; and The Central Railroad Company of New Jersey. (3 I. C. C. Rep., 137.)

374. From November 4, 1887, to February 20, 1888, the Trunk Lines, so called, under resolutions of their Association, made through export rates of which the inland proportion accepted by them was, at the port of New York, often 10 cents or more per hundred pounds less on like traffic than the published tariff rates charged at the same time to the same port. *Held*, That the discrepancy between the proportion of the through rate accepted and the established tariffs for seaboard consignments for the same inland carriage is not shown to have been justified by any circumstances tending to show that it was just or proper, and that it must therefore be deemed an unjust and unlawful discrimination as against the transportation terminating at that port.
375. It is essential that any method for making rates should be practicable, and not afford a cover for discrimination and injustice. The only practicable mode yet devised for making through export rates, as appears by past experience, is to add to the established inland rates from the interior to the seaboard the current ocean rates.
376. Under the amendments of March 2, 1889, to the statute requiring ten days' previous notice of advances and three days' previous notice of reductions in rates, they can not be varied from day to day, or oftener, to meet fluctuations in ocean rates.
377. Whenever a tariff is established for merchandise billed or intended for export by sea, and ocean rates are not specified, either because of fluctuations or for any other reason, so that only the charge for inland transportation is definitely fixed, the tariff as filed and made public should show the rate charged by the inland carrier or carriers to the point of export, including all terminal charges and expenses, and should also show in what manner the through rate to the point of ultimate destination is to be determined, whether by addition of the ocean rate from time to time prevailing, or how otherwise.

Maj. J. P. Sanger *v.* The Southern Pacific Company, lessee of the Central Pacific Railroad, and The Union Pacific Railway Company. (3 I. C. C. Rep., 134.)

378. A misapprehension under which a party has paid for one journey in two sections, whereby the cost of the transportation has been made more than it would have been had a through ticket been purchased, may lawfully be corrected by return of the excess, though the carriers were without fault and only charged for each portion of the journey the regular rates.

George Rice *v.* The Cincinnati, Washington and Baltimore Railroad Company, The Cincinnati, Indianapolis, St. Louis and Chicago Railway Company, The Chicago, Rock Island and Pacific Railway Company, The Union Pacific Railway Company, and The Central Pacific Railroad Company. (3 I. C. C. Rep., 186.)

George Rice *v.* The Cincinnati, Washington and Baltimore Railroad Company, The Ohio and Mississippi Railway Company, The St. Louis and San Francisco Railway Company, The Atchison, Topeka and Santa Fé Railroad Company, The Atlantic and Pacific Railroad Company, and The Southern Pacific Company.

George Rice *v.* The Louisville and Nashville Railroad Company.

In the matter of the Application of the Petitioner for Subpœnas *duces tecum*.

379. In laying down rules upon the subject of what an application shall contain for the compulsory production of books, papers, tariffs, contracts, agreements, and documents relating to any matter under investigation, the Commission is governed by the provisions of the act to regulate commerce and the objects and purposes of this statute, but in connection with these will also consider the practice in the courts of the United States, as well as the rules prescribed by Federal statutes in proceedings which seem to be most nearly analogous to proceedings in which such application to the Commission is made.
380. In proceedings between parties, when such an application is made to the Commission, to compel parties who are not engaged as carriers in interstate commerce, or others who are strangers to the proceeding, to produce books, papers, and documents, the application should be in writing, addressed to the Commission, and should specify, as nearly as may be, the books, papers, or documents for the production of which process is desired, and be accompanied by an affidavit that the books, papers, or documents described are in the possession of the witness or under his control, and should set forth facts which make a *prima facie* case that these contain evidence that is material and necessary to the party seeking their production in the pending proceeding; and in such a case the *prima facie* showing that what is required

to be produced will be legal evidence for the party demanding it ought to be very clear and full.

381. Where the application is made to compel one who is a party to the proceeding and who is a carrier engaged in interstate commerce to produce its books for the purposes of evidence in a pending proceeding, it is sufficient for the application to indicate in writing in a general way what books of the carrier should be produced, and that there is reason to believe, and that the applicant does believe, that in the course of the hearing they will become of service, on account of the light they will throw upon the questions in controversy in the proceeding and as an evidence of good faith; in making the application, the applicant should make an affidavit, as part of the application, that such application is made in good faith, and not for the purpose of vexing or harassing the defendant; and upon such a showing, as a general rule, the process should issue, unless the number of books called for should be so large, or from other exceptional circumstances the Commission should order the testimony to be taken at such place as would avoid oppression in producing the books at a far-distant hearing, and expedite the progress of the investigation.
382. The difference that exists in what should be a *prima facie* showing for compulsory process for the production of books, papers, and documents as between parties not engaged as carriers in interstate commerce, or strangers to the proceeding, on the one hand, and on the other hand, carriers who are engaged in interstate commerce, is the one that is very manifest. The books of carriers engaged in interstate commerce, whether made up from shipping tickets, way bills, expense bills, or otherwise, are supposed to give the exact particulars of the consignment, showing the weight, rate, and amount of charges to be paid to the company's agent, and are put in this enduring form at the time of the consignment as part of the transaction upon rates that the law requires to be open and public, and thus they give a history of the details of the transaction and are in the nature of semipublic records. Shippers, consignees, and even the public may well have an interest, under certain circumstances, in the evidence these records afford as to rates, charges, facilities furnished, and the general movement of freight. The books of strangers to the proceeding, and of parties not engaged as carriers in interstate commerce, do not necessarily occupy any such relation to these transactions, though there may possibly be such a showing as would make them material and competent evidence in proceedings in which these transactions come into controversy.
383. There are several modes of procedure by which the inconvenience to the defendant carriers of producing books, and the delay and labor of going over their entries, might be avoided by petitioner. For example: If one or more witnesses should be subpoenaed from the different companies proceeded against, and a notice should be served with the subpoena, requiring the witnesses to furnish the published rates and tariffs of such company, for a specified period, and also requiring them to furnish statements of the actual charges made and car facilities furnished during such period, to the Standard Oil Trust and the others named in the application, if different from the published tariffs and schedules, it would probably be sufficient for all the purposes of these proceedings; or if the parties would take depositions by consent in advance of the hearing, it would answer the same purpose.
384. In proceedings like these it is enough to show the rates actually charged, if there are or have been any such, to certain shippers or consignees different from the published tariff rates, or the preferential facilities, if any such, furnished by the defendants to some shippers or consignees and not to others, or the comparative rates on the different commodities named in the complaints, and from and to designated points. Innumerable shipments, with all their minuteness of detail over the various lines that were made for many years before the act to regulate commerce took effect, as well as since that date, and the names of the consignors and consignees at so many different points through these long periods of time, seem to be immaterial. It appears to be sufficient for all the purposes of these cases to show the rates published, the rates actually charged, and the facilities furnished from and to designated points since the act to regulate commerce went into effect, and for whatever light these may throw upon the question of the reasonableness and justness of the rates, if any, and the fairness of the facilities afforded by way of comparison; what these were for a reasonable time, for example, for a period of twelve months before the act to regulate commerce went into effect.
385. The books of the defendant carriers, as to rates charged, facilities furnished, and general movements of freight, being in the nature of semipublic records,

to any extent that they can fairly and justly save time, labor, or expense to complainant, or to their companies, by giving to him in response to any calls he may make, statements of facts shown by their books, records, or files which may probably have importance on the hearing, the officers and agents of the defendant carriers, under the direction of defendants, ought to give such statements, and ought to do so as promptly as may be found reasonably practicable. Much unnecessary controversy, inconvenience, and delay might well be avoided in the first instance, as well as in subsequent stages of proceedings, if carriers would exhibit, without technical objection, what their books show in reference to a transaction in question to anyone who calls for the information in good faith, believing, though perhaps erroneously, that it is, or may be, important to his interests, and when the application is seasonably and properly made, with a due regard for the convenience of the carriers' agents and officers; and the instances are numerous in which it would put an end to the controversy, and in many others that the party would not then trouble the carrier for the production of the books.

386. As the application in these cases does not conform to the rules herein stated in reference to making a *prima facie* showing for the compulsory production of the books, papers, and documents, either as against the defendant carriers or those who are strangers to these proceedings, the relief it seeks can not now be granted, and for the present must be denied; but this does not preclude the petitioner from renewing his application, provided, in doing so, he conforms to the rules indicated.

The Lincoln Board of Trade v. The Union Pacific Railway Company and The Southern Pacific Company, and five other cases. (3 I. C. C. Rep., 221.)

387. The relief claimed having been conceded, no opinion of the Commission is filed.

The Pennsylvania Company, operating the Jeffersonville, Madison and Indianapolis Railroad, v. The Louisville, New Albany and Chicago Railway Company. (3 I. C. C. Rep., 223.)

The Chicago, St. Louis and Pittsburg Railroad Company v. The Cleveland, Cincinnati, Chicago and St. Louis Railway Company.

388. The Commission does not give opinions on abstract questions.

389. Where a case involving the reasonableness of rates has been disposed of by the carrier assenting to the rates demanded, no opinion will be expressed on the rates which have been abandoned, even though the parties request it.

390. Such a course is particularly advisable and proper when it is apparent that other parties than the one complained of are interested in the question, and have not had the opportunity to be heard upon it.

Henry McMorran and Edmund B. Harrington v. The Grand Trunk Railway Company of Canada and The Chicago and Grand Trunk Railway Company. (3 I. C. C. Rep., 252.)

391. Through rates are not required to be made on a mileage basis, nor local rates to correspond with the divisions of a joint through rate over the same line; mileage is usually an element of importance, and due regard to distance proportions should be observed in connection with the other considerations that are material in fixing transportation charges.

392. When rates on the line of a carrier are on their face disproportionate or relatively unequal, the burden is on the carrier to justify them when challenged.

393. Grain and grain products classified alike are presumptively entitled to equal rates, and if a difference is made by a carrier it assumes the burden of sustaining it by satisfactory evidence.

394. Upon complaint against the Grand Trunk Railway of Canada for alleged unreasonableness of a rate of 8 cents a hundred pounds on grain and 10 cents a hundred pounds on grain products from Port Huron to Buffalo, as compared with a through rate of 15 cents a hundred pounds from Chicago to Buffalo over the line formed by that road and the Chicago and Grand Trunk road, *held*, that though the local rate from Port Huron to Buffalo might be regarded as disproportionate on the basis of distance alone, other considerations are involved, and in view of the terminal and ferry expenses at Port Huron, the Niagara Bridge charges, and the Buffalo terminal expenses, all of which are borne by the Grand Trunk Railway of Canada alone upon business originating at Port Huron, the complaint against the 8-cent rate on grain is not sustained; but no good reason having been shown for a higher rate on grain products, that portion of the complaint is sustained, and the products ordered to be carried at the same rate as grain.

Abiel Leonard v. The Chicago and Alton Railroad Company, and Logan B. Chappelle v. The Same Company. (3 I. C. C. Rep., 241.)

395. A practice had existed on the part of certain carriers of live cattle to make a carload rate irrespective of weight, leaving the shipper to load into the car as many cattle as he pleased and was able to put into it. The carriers substituted for this practice the rule that while naming a car-lot rate they prescribed a minimum weight for a carload, and then charged by the hundred pounds in proportion to the car-lot rate for any excess over the minimum. *Held*, That this rule was not unlawful.
396. *Prima facie* the new rule is more just and reasonable than the practice it supplanted, since the charge is more in proportion to the service rendered.
397. The fact that some difficulties are found to exist in the prompt and accurate weighing of the cattle is not a reason for abolishing the new practice, but rather for improving and perfecting it.
398. The fact that by the action of certain State commissions a car is permitted to be loaded by the shipper at discretion without the car-lot rate being affected thereby is not a reason for adopting the like rule in interstate traffic if that course is found not to be most just and politic.
399. The grant to the Federal Government of the power to regulate interstate commerce is full and complete, and can not be narrowed or encroached upon by State authority, either directly or indirectly. The fact, therefore, that one or more States have adopted a particular regulation is not a reason for applying it to interstate commerce if in itself it appears to be objectionable. State action will always be treated with the highest deference and respect, but can not be allowed to control in matters within the Federal jurisdiction.

James & Abbott v. The East Tennessee, Virginia and Georgia Railway Company, The Norfolk and Western Railroad Company, The Shenandoah Valley Railroad Company, The Cumberland Valley Railroad Company, The Pennsylvania Railroad Company, The New York, New Haven and Hartford Railroad Company, and The New York and New England Railway Company. (3 I. C. C. Rep., 225.)

400. The presence of combined rail and water competition at a longer-distance point does not justify a greater charge for a shorter distance while the carrier maintains the shorter-distance rate where such competition is of greater force and more controlling than at the longer-distance point.
401. Nor does the fact that the freight is lumber, which has paid a local rate over the roads of the defendants or of other railroad companies to the longer-distance point, justify such greater charge for a shorter distance.
402. Nor is such greater charge justified by the fact that the lumber business of the roads of a connecting line or any of them was done in cars which carried machinery to the longer-distance point when profitable return loads were not always to be had.
403. Nor does a difference in the bulk and value of lumber justify such greater charge when the carriers in their published rate sheets put the lumber in the same class and at the same rate.
404. Distance is not always the controlling element in determining what is a reasonable rate, but there is ordinarily no better measure of railroad service in carrying goods than the distance they are carried.
405. And where the rate of freight charges over one line, on similar freight carried from neighboring territory to the same market, is considerably greater than over other lines for distances as long or longer, such greater rate is held to be excessive and should be reduced.

The Oregon Short Line Railway Company v. The Northern Pacific Railroad Company. (3 I. C. C. Rep., 264.)

406. Under the Rules of Practice issued by this Commission a replication to an answer is not required or allowed.

William L. Rawson v. The Newport News and Mississippi Valley Company, The Baltimore and Ohio Railroad Company, and L. Boyer's Sons. (3 I. C. C. Rep., 266.)

407. Where a tariff complained of was abandoned by the carriers for a long period of time before the complaint was made and shortly after the tariff was put in force, the Commission will not make an order requiring the carriers to cease and desist from enforcing such tariff, because such an order would be vain and useless.
408. The amendment of March 2, 1889, expressly provides that it shall have no application to pending proceedings, and as this proceeding was pending at the time no reparation can be awarded, and the remedy of the petitioner is in the courts.

Frederick A. White v. The Michigan Central Railroad Company and The Lake Shore and Michigan Southern Railway Company. (3 I. C. C. Rep., 281.)

409. When a complaint charged that the respondent railroad companies, which were common carriers subject to the act to regulate commerce, were accustomed to make deductions of from 5 to 10 pounds of wheat per load from the true weight when delivered by the farmer to the buyer at the elevators of the respondents, and gave receipt to the farmer for the amount as thus diminished, upon which the latter was paid by the buyer, thereby suffering a loss to the extent of such reduction, but failed to charge that the wheat was delivered for interstate transportation, or, indeed, for transportation anywhere, it was *held* that the complaint was insufficient in substance to show violation of the act to regulate commerce, and that the respondents were entitled to have it dismissed on their motion to that effect, but that the dismissal should be without prejudice.
410. An averment that the respondents were interstate common carriers subject to the act to regulate commerce was not of itself sufficient to warrant an inference, under a motion to dismiss a complaint for insufficiency, that wheat delivered at an elevator of the respondents was for interstate commerce.
411. This case was heard solely upon the respondents' motions to dismiss the complaint for insufficiency of its allegations to show violations of the act to regulate commerce, but the complainant having filed some depositions taken before the hearing of said motions, the Commission looked into this evidence with a view of seeing what light it shed upon the general claim of unlawful practice by the respondents, and upon the duty of the Commission to proceed against them on its own motion.

Hervey Bates and H. Bates, jr., v. The Pennsylvania Railroad Company and The Pennsylvania Company. (3 I. C. C. Rep., 435.)

412. The defense of water competition from Chicago and the lake shipping points to seaboard points east, as a justification for an otherwise unjustifiable discrimination in rate between corn and its direct products from Indianapolis to said seaboard points was held to be untenable, owing to the situation of Indianapolis as to the lakes and to the location of the territory where the corn was mainly raised that was marketed at Indianapolis, and to the other facts established in this case.
413. Where an existing classification and rate are not shown to operate injuriously to the carriers from a given point or to give undue advantage to shippers, a change is not justifiable that materially injures an important industry and a class of shippers at that point who have there built up the industry in reliance upon a continuation of the previous classification and rate first established and long maintained by the carriers themselves, without complaint from any quarter. Such change in classification and rate would subject the persons engaged in the industry and the locality and the particular traffic to unreasonable disadvantage within the prohibition of section 3 of the act to regulate commerce.
414. A discrimination between the rate on corn and its direct products from a given locality resulting from a reduction of the rate on corn below the rate on its direct products, which subjected persons in that locality engaged in the business of manufacturing corn into its direct products, and of selling the same, to unreasonable prejudice or disadvantage, and was without necessity or advantage to the carrier, or any reason founded on the character or condition of the traffic. *Held* to be in violation of section 3 of the act to regulate commerce, notwithstanding the new rate on corn was open to all persons equally and with equal service.
415. When carriers other than the respondents of record are committing the same violations of the act to regulate commerce as the respondents, an order may issue against the respondents and the cause be held for the purpose of bringing such other carriers into it to be proceeded against unless they comply with the order.

The Chicago, Rock Island and Pacific Railway Company v. The Chicago and Alton Railroad Company. (3 I. C. C. Rep., 450.)

416. Where property is to be transported by rail by continuous and uninterrupted carriage from one station to another, there may be sound and legal reasons for making a charge for the through transportation which is less than the sum of the locals for the transportation of like property from point to point between such stations.
417. But where property is billed from one station to another with the understanding that it is to be unloaded at an intermediate station, and that whether it shall be reloaded for further carriage will depend upon the

volition of the shipper or of anyone who may have become purchaser, the case does not fall within the reasons governing rates on through transportation, and the carrier is not at such intermediate points entitled to have the carriage protected as a through shipment as against competitors.

The Pittsburgh, Cincinnati and St. Louis Railway Company *v.* The Baltimore and Ohio Railroad Company. (3 I. C. C. Rep., 465.)

418. Passenger excursion rates are required to be published according to the provisions of section 6 of the act to regulate commerce.

419. Party-rate tickets are not commutation tickets, and when party rates are lower than contemporaneous rates for single passengers they constitute discrimination and are illegal.

F. B. Thurber, M. N. Day, E. A. Doty, H. K. Miller, W. B. Timms, B. F. Shores, committee of the New York Board of Trade and Transportation *v.* The New York Central and Hudson River Railroad Company, the New York, Lake Erie and Western Railroad Company, The Delaware, Lackawanna and Western Railroad Company, The Pennsylvania Railroad Company, and the Baltimore and Ohio Railroad Company. (3 I. C. C. Rep., 473.)

Thomas L. Greene, as manager of the Merchants' Freight Bureau and as representing two hundred and eighty-one retail merchants in six different States, *v.* The Same Defendants.

Francis H. Leggett & Co. *v.* The Same Defendants.

420. Classification of freight for transportation purposes is in terms recognized by the act to regulate commerce, and is therefore lawful. It is also a valuable convenience both to shippers and carriers.

421. A classification of freight designating different classes for car-load quantities for transportation at a lower rate in car loads than in less than car loads is not in contravention of the act to regulate commerce. The circumstances and conditions of the transportation in respect to the work done by the carrier and the revenue earned are dissimilar, and may justify a reasonable difference in rate. The public interests are subserved by car-load classifications of property that, on account of the volume transported to reach markets or supply the demands of trade throughout the country, legitimately or usually moves in such quantities.

422. Carriers are not at liberty to classify property as a basis of transportation rates and impose charges for its carriage with exclusive regard to their own interests, but they must respect the interests of those who may have occasion to employ their services, and conform their charges to the rules of relative equality and justice which the act prescribes.

423. Cost of service is an important element in fixing transportation charges and entitled to fair consideration, but is not alone controlling nor so applied in practice by carriers, and the value of the service to the property carried is an essential factor to be recognized in connection with other considerations. The public interests are not to be subordinated to those of carriers, and require proper regard for the value of the service in the apportionment of all charges upon traffic.

424. A difference in rates upon car loads and less than car loads of the same merchandise between the same points of carriage so wide as to be destructive to competition between large and small dealers, especially upon articles of general and necessary use and which, under existing conditions of trade, furnish a large volume of business to carriers, is unjust and violates the provisions and principles of the act.

425. A difference in rate for a solid car load of one kind of freight from one consignor to one consignee, and a car-load quantity from the same point of shipment to the same destination consisting of like freight or freight of like character from more than one consignor to one consignee, or from one consignor to more than one consignee, is not justified by the difference in cost of handling.

426. Under the official classification, the articles known in trade as grocery articles are so classified as to discriminate unjustly in rates between car loads and less than car loads upon many articles, and a revision of the classification and rates to correct unjust differences and give these respective modes of shipment more relatively reasonable rates is necessary, and is so ordered.

George D. Sidman *v.* The Richmond and Danville Railroad Company. (3 I. C. C. Rep., 512.)

427. The respondent issued commutation tickets for a stated number of trips within a specified time, subject to several conditions, one of which was that the purchaser should have no claim for rebate on account of nonuse of the

ticket from any cause; another, that it be presented to the conductor for cancellation of each trip when taken. A commuter had to pay the conductor full fare if he did not have his ticket, but in such cases the respondent had fallen into the habit of refunding the same on presentation of the ticket for cancellation of the trip at the proper office of the company. About three weeks prior to the complainant's purchase of his ticket, the respondent had discontinued this habit and had given notice to that effect in a new tariff sheet filed with the Interstate Commerce Commission and posted in the stations of the railroad as required by law on a change of tariff rates. *Held*, That it was not an unlawful discrimination to refuse to refund to the complainant who held such ticket, but had forgotten to take it on a certain trip and had paid his fare, notwithstanding he supposed the former custom was in vogue when he purchased his ticket.

428. It was a regulation of the respondent company, published on its public tariff schedules filed and posted as required by the act to regulate commerce, that the conductor should collect fare on trains from passengers without tickets by adding 25 cents to single-trip rates. *Held*, That it was not unjust discrimination against the complainant to exact this addition from him.

429. The complainant purchased what the respondent termed a quarterly commutation ticket on the 13th day of June, specifying the number of trips that might be taken thereon as 180, but it provided that the term should expire on the 31st day of the following August, and this was known to the complainant when he made the purchase. It was similarly stated on each one of such quarterly tickets when it was to expire, viz, at the end of the third calendar month after it was issued. *Held*, That the complainant was not entitled to recover any portion of the purchase price for the thirteen days less than a full quarter.

D. S. Alford v. The Chicago, Rock Island and Pacific Railway Company. (3 I. C. C. Rep., 519.)

430. In the absence of statutory provision the rights of a railroad company under a lawful agreement for a specified use of the tracks of another railroad company are measured in respect to the track use by the terms of the contract, and the provisions of the act to regulate commerce apply to the situation created by the contract and add no authority for a different use of the tracks.

431. The duty of a railroad company operating its own road or a road that it controls to serve the local stations on its line does not apply to a company that has only a running privilege for through trains to reach points on its own line over a part of the road of another company which it does not control. In such a case the company is not required to disregard the conditions of its agreement, and does not violate the provisions of the act to regulate commerce by not receiving and discharging traffic on the tracks of the proprietary company, the sufficiency of the local service rendered by the latter not being questioned.

432. The Union Pacific Railway Company entered into a contract with the Rock Island Railway Company by which, for a valuable consideration, the latter company acquired the right to run its through trains from and to points on its own road over the road of the Union Pacific Company between Kansas City and Topeka upon the condition that no intermediate business should be done by the Rock Island Company on any part of the line used under the agreement, the Union Pacific Company retaining control of the road and of its operation, and supplying transportation accommodations for the intermediate points between Kansas City and Topeka. Upon complaint made against the Rock Island Company by a resident of Lawrence, one of the intermediate towns, for refusing to perform the ordinary duties of a common carrier in receiving and discharging traffic at his town, *held*, that the duties of the Rock Island Company were limited by its rights and powers under its contract and that it was not bound to do the local business prohibited by the agreement on the line used by its through trains.

The New Orleans Cotton Exchange v. The Illinois Central Railroad Company, The Michigan Central Railroad Company, The New York Central and Hudson River Railroad Company, The Boston and Albany Railroad Company, The Terre Haute and Indianapolis Railroad Company, The Pennsylvania Company, The Pennsylvania Railroad Company, The Indianapolis and St. Louis Railway Company, The Lake Shore and Michigan Southern Railway Company, The Ohio, Indiana and Western Railway Company, The Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, The Chicago and Grand Trunk Railway Company, The Central Vermont Railroad Company, The Cheshire Railroad Company, The Chicago

and Atlantic Railway Company, The New York, Pennsylvania and Ohio Railroad Company, and the New York, Lake Erie and Western Railroad Company. (3 I. C. C. Rep., 534.)

The New Orleans Cotton Exchange *v.* The Cincinnati, New Orleans and Texas Pacific Railway Company, The Alabama Great Southern Railway Company, The New Orleans and Northeastern Railroad Company, The Vicksburg and Meridian Railroad Company, The Vicksburg, Shreveport and Pacific Railroad Company, The Cincinnati, Hamilton and Dayton Railroad Company, The Cincinnati, Washington and Baltimore Railroad Company, The Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, and the Pittsburgh, Cincinnati and St. Louis Railway Company.

433. When questions involve the reasonableness of rates upon the transportation of cotton from the Southern States by all-rail lines to Northern and Eastern mills and Atlantic ports upon through rates and a long haul, on the one hand, and, on the other, the local rates of rail carriers to a near port upon a short haul at which their service terminates, they having no associated line of steamships for a continuous carriage to ultimate destination, but the cotton so carried by them to such near port being chiefly for export, and all such rail lines penetrating the same territory and competing for the same business, running north, south, and east in opposite directions, such questions can only be disposed of on broad lines and not from narrow considerations.
434. In considering such questions thus presented, the circumstances and conditions surrounding the traffic in the respective services performed in its carriage by the rail carriers may be, and in these proceedings are, found to be substantially dissimilar and wholly unlike.
435. The proportion of one carrier in a through rate upon a long haul often is, and frequently well may be, considerably less than its local rate for hauling the same freight over its own line, without there being any unjust discrimination, unlawful preference, or extortion involved in such a method.
436. The active competition of all these rail carriers for the transportation of such freight, thereby giving them the benefit of a participation in it and lowering the rates for the benefit of the producer and consumer, and furnishing many outlets to markets, is one of the results contemplated by the act to regulate commerce and which it was intended to promote.
437. In determining such questions, a comparison of rates based upon the doctrine that the rate per ton per mile for each of the different services so performed should be the same is not applicable, citing former decisions of the Commission upon this subject.
438. In solving questions of this character the Commission will look at and consider every fact, circumstance, and condition surrounding the traffic and of the service performed in its transportation, and if the competition of water carriers at any point is such as to be large, active, and of controlling force, the all-rail lines competing for the traffic at the same point may make rates that are reasonable and just in view of such competition, and which will enable them to participate in the carriage of the traffic, and are not obliged to go out of the business and leave it as a monopoly to water carriers.
439. The method of compressing cotton for shipment from the Southern States is one that is found to be absolutely necessary in the case of long through hauls by rail, or where the cotton is carried by coastwise steamers or by ocean vessels for export, and the difference in the rate of transportation of compressed and uncompressed cotton by rail carriers should be the actual and necessary cost of compressing.
440. Upon the facts found in these cases, the Commission will not order the rail carriers to transport cotton on flat cars instead of in box cars to New Orleans, the rate being the same on each, no injury being shown to have resulted to petitioners or to that city, or to any shipper or producer from the carriage in box cars.
441. The Commission, by adjustment, corrects the rates at Meridian and Jackson, Miss., on compressed and uncompressed cotton carried to New Orleans, respectively, over the lines of the Cincinnati, New Orleans and Texas Pacific Railway, and the Illinois Central Railroad; and holds that the complaint as to the relative reasonableness of rates at other stations on the Illinois Central Railroad in Mississippi and Tennessee to New Orleans is not sustained.

The Worcester Excursion Car Company *v.* The Pennsylvania Railroad Company. (3 I. C. C. Rep., 577.)

442. Where a railroad company has by an arrangement with one car company procured a sufficient supply of sleeping and excursion cars for all the business

of its lines, and refuses to haul excursion cars of other private car companies over its track for this reason, it can not be forced to do so against its objection.

443. Unless the contrary is imposed as conditions in the grant of its charter, the right to construct and operate a railroad is a franchise in its nature exclusive, not held in common with the public, though the grant of the franchise is for the public use; and the tracks of a railroad are not a common highway upon which anyone can enter and use his own cars for transportation purposes against the objection of the company owning the tracks.
444. The extraordinary liability imposed by law upon a railroad company as a common carrier for the sufficiency and safety of its passenger cars and the competency of its employes in operating such cars is a highly important protection to the public, but such company might very reasonably claim that it was not responsible for a passenger car of a private car company, or the consequences of that passenger car being transported as part of its train in causing a wreck, collision, or delay, when it had no volition in accepting or rejecting such car, but was forced to transport it by order of a civil tribunal.
445. A railroad company may acquire cars by construction, by purchase, or by contract for their use, and no one has the power to compel a railroad company to select among these several modes or to contract with all comers.
446. The interest of the public in a matter of this kind is vitally important and lies in the direction of holding every common carrier by rail to the strictest responsibility in furnishing safe, suitable, and sufficient car equipment for the transportation of persons over its line; and the lawmaking power in enacting the act to regulate commerce has not undertaken to divide this responsibility with the carrier in the selection of its cars.
447. It would be directly at war with the rights and safety of the traveling public as well as of the railroad company, if the line of the carrier should become an arena over which it should be compelled to make a contract of some sort with every car company or inventor of cars, and transport the public in trains of which such cars were part.

Bennet D. Mattingly v. The Pennsylvania Company. (3 I. C. C. Rep., 592.)

448. The provisions of the act to regulate commerce, construed in the light of the principles that apply to interstate commerce as enunciated by the courts of the United States, must be understood as intended to regulate all the commerce subject to the exclusive jurisdiction of Congress, including the agents and instrumentalities employed and the commodities carried, with only the limitations found in the act itself.
449. The proviso in the first section that the provisions of the act shall not apply to the transportation of passengers or property, as to the receiving, delivery, storage, or handling of property wholly within one State, and not shipped to or from a foreign country from or to any State or Territory as aforesaid; that is, by continuous carriage or shipment, only excludes from regulation the purely internal commerce of a State—that which is confined within its limits, which originates and ends in the same State.
450. When a State carrier engages in interstate commerce it becomes a national instrumentality for the purposes of such commerce and is subject to regulations prescribed by the national authority. It can not limit its obligations in that business, but must serve the business offered impartially and without preference or discrimination.
451. The national regulations prescribed are not in all respects coextensive with the power of Congress, and do not provide for ordering through routes and through rates. While it is the duty of a State carrier which engages in interstate commerce to forward traffic offered from a connecting line, there is no authority under the present act to compel the carrier to forward the traffic over a route not operated or selected by itself.

Mary O. Stone and Thomas Carten v. The Detroit, Grand Haven and Milwaukee Railway Company. (3 I. C. C. Rep., 613.)

452. Where a common carrier subject to the act to regulate commerce has established and published its schedule of rates and charges for a station on its line, free cartage furnished by the carrier for the collection and delivery of freight carried on its road to or from such station operates as a reduction or rebate from the schedule charge and is unlawful. If free cartage at a station has the effect to reduce a rate below the charge at another station nearer the point of shipment it is unlawful as a less charge for a longer distance over the same line and in the same direction, the less being included within the greater.

453. It is not material to the question of the lawfulness of free cartage furnished at one town and not at another that the business was done in that way for many years before the act to regulate commerce was enacted. If what was done and is now done works unjust discrimination or is in any particular obnoxious to the law it is an abuse, and one that it must be assumed was intended to be corrected by the act.
454. The respondent company had a tariff schedule in effect grouping the rates from eastern points at Ionia and Grand Rapids, in Michigan, Ionia being the shorter distance, and furnished free cartage at Grand Rapids and not at Ionia.
455. Upon complaint by a firm of dealers at Ionia, *held*, that the free cartage at Grand Rapids was in effect a rebate and unlawful.

In the matter of the application of F. W. Clark, general freight and passenger agent of the Seaboard Air Line. (3 I. C. C. Rep., 649.)

456. Through rates in interstate traffic are the subject of agreement among carriers who transport the freight, and for their existence are dependent upon such agreement; and one of the features of such rates usually is that each carrier receiving the freight pays the charges upon it of the carrier delivering it.
457. Where a line of steamships, for example, plying between New York and Wilmington, N. C., make a through rate from New York via Wilmington and the Carolina Central Railroad to interior points, by adding the steamer rate to the local tariff rate of the railroad to the interior points, there being no agreed through rates for such freight between the steamship and rail lines, the rail carrier, when the freight is tendered to it at Wilmington, is under no obligation to pay the rates earned by the steamer in transporting the freight from New York to Wilmington, but may decline to do so, leaving the steamship and the shipper to settle the matter of the steamship's charges before the carrier takes the freight and transports it to the interior point.

Charles Elvey, claimant, v. The Illinois Central Railroad Company, defendant. (3 I. C. C. Rep., 652.)

458. Where a carrier by its published general tariffs charges the general public from and to all points upon a large portion of its lines certain rates upon a class of freight, and at the same time publishes and puts into force a special tariff by which it charges a class of persons named, from and to the same points on its lines less than one-half in amount of the rates on the same class of freight that it charges the general public in its general tariffs, such a discrimination is unjust and is violative of the act to regulate commerce.
459. Such a discrimination can not be sustained upon the ground that the special tariff is made to aid "emigrants" in moving from one State to another where land is cheap, and to develop a sparsely settled country, and to build up business along the carrier's lines, and upon the supposition that this constitutes substantially dissimilar circumstances and conditions to what exists when similar services are rendered by the carrier for the general public.
460. A shipper to whom, as an emigrant, is accorded the rate provided by the special tariff, for example, \$60 on a carload of freight weighing 20,000 pounds, from Chicago, Ill., to Hammond, La., a distance of 863 miles, in December, 1888, and in May, 1889, makes return shipment of same freight from Hammond, La., to Chicago, Ill., under the general tariffs of the carrier, there being no other tariffs on north-bound freight between these points, and is charged therefor \$122 per car, complains of an unjust charge, *held*, that as the carrier in each instance charged only its open published rates, and no evidence is offered to show that the rates in either instance are unjust and unreasonable, and as the general tariffs of the company have long been in use and published and open to the public, and the special tariff has been but recently issued and is open to a certain special class only and is unlawful, that the general tariffs afford a better standard of what are reasonable and just rates than the special tariff, and that the shipper in such case has not been injured in paying less than one-half the amount charged the general public on the first haul and only what was charged the general public on the second haul.
461. The carrier is ordered and notified to cease and desist from further operating the special freight tariff.

J. B. Pankey v. The Richmond and Danville Railroad Company and others. (3 I. C. C. Rep., 658.)

462. When a shipper of freight gives directions to the freight agent of the initial carrier at the point of shipment the particular route by which the freight

shall be shipped to destination, it is the duty of the freight agent to make such notations on the waybill as will reasonably and properly carry the freight by such particular route to destination.

463. A shipper at Troup, Tex., directs the freight agent of a carrier to bill his freight from that point to Fort Lawn, S. C., via Vicksburg, Jackson, Meridian, Birmingham, Atlanta, Augusta, and Columbia. The freight agent simply inserts in the waybill that the destination of the freight is Fort Lawn, S. C., "via Vicksburg," in consequence of which the freight at Vicksburg is billed to Atlanta and consigned to the Richmond and Danville Railroad Company, by which it is carried to Fort Lawn without being carried by way of Augusta and Columbia, and as a result of this the shipper is compelled to pay 86 cents more for the carriage than if it had been billed via Augusta as directed by the shipper, the rates by all rail lines from Vicksburg to Augusta being the same, and not the same from Vicksburg to Fort Lawn via Atlanta. *Held*, That in this the freight agent failed to do his duty; he should have made a notation on the waybill via Vicksburg and Augusta; and, upon request, the initial carrier should refund to the shipper the amount of this overcharge occasioned by the oversight of its freight agent.
464. If, on the other hand, the shipper at Troup, Tex., had given the freight agent no directions whatever as to the particular route by which the freight was to be sent forward to its destination at Fort Lawn, S. C., but had simply left it to the freight agent to select the route for him, as is frequently done by shippers in such cases, then, in that event, in selecting such route for the shipper, it would have been the duty of the freight agent to have forwarded the freight by the best and cheapest route for the shipper, so far as the freight agent knew or was informed, and to have made such notations on the waybill as would reasonably have carried it by that route, for in doing that service he would have been acting as the agent of the shipper as well as of the company.

Hulbert H. Warner v. The New York Central and Hudson River Railroad Company; The West Shore Railroad Company; The New York, Lake Erie and Western Railroad Company; The Delaware, Lackawanna and Western Railroad Company; The New York, Ontario and Western Railway Company; The Pennsylvania Railroad Company; The Baltimore and Ohio Railroad Company; The Philadelphia and Reading Railroad Company; The Lehigh Valley Railroad Company; and The Grand Trunk Railway Company of Canada, as members of the "Trunk Line Association." (4 I. C. C. Rep., 32.)

465. In arranging the classification of articles of commerce, their market value and the shippers' representations to the public as to their character may properly be taken into account in ascertaining the analogy they bear to other articles, and determining the class to which they justly belong. This is especially applicable to articles in which there is no free competition among producers and shippers. And carriers are not required to estimate the intrinsic value of freight as distinguished from its commercial value, for purposes of classification and rates.
466. The volume of traffic supplied by an article for transportation is also an element that may be considered in its classification, as a basis for rates that are reasonable both for carriers and shippers.
467. Patent medicines manufactured and shipped by the complainant are rated in the official classification as first class for less than carloads and third class for carloads. Ale, beer, and mineral water are rated as third class in less than carloads, and fifth class in carloads. The market value of the medicines is three times or more higher than that of the other articles named, and the quantity transported much less. Upon complaint made that the patent medicines should be classified the same as ale, beer, and mineral water, *held*, that in view of the much higher market value of the medicines and the smaller volume of traffic they supply, a higher classification than for the other articles named, in which there is much greater competition among shippers, is not unreasonable, and the classification at present in force is not shown to be unjust.

Lehmann, Higginson & Co. v. The Southern Pacific Company; The Texas and Pacific Railway Company; The Missouri, Kansas and Texas Railway Company, and H. C. Cross and George A. Eddy, receivers of said company. (4 I. C. C. Rep., 1.)

Lehmann, Higginson & Co. v. The Southern Pacific Company; The Atlantic and Pacific Railroad Company; and The Atchison, Topeka and Santa Fé Railroad Company.

Lehmann, Higginson & Co. v. The Central Pacific Railroad Company; The Southern

Pacific Company, lessee of The Central Pacific Railroad; The Union Pacific Railway Company; The Missouri, Kansas and Texas Railway Company, and H. C. Cross and George A. Eddy, receivers of said company.

468. A lower charge for a longer distance for transportation of like traffic may be justified by actual water competition of controlling force, relating to traffic important in amount; and among the circumstances and conditions that may be considered in estimating the dissimilarity created by water competition are the character of the roads, the character of the traffic, the preponderance of empty cars moving in a direction in which the traffic must be taken, and the legitimacy of the competition by the rail carrier.
469. The transportation of traffic under circumstances and conditions that force a low rate for its carriage or an abandonment of the business, but which affords some revenue above the cost of its movement, and works no material injustice to other patrons of a carrier, is to be deemed legitimate competition. When, however, its carriage is at a loss, and imposes a burden on like traffic at other points, and on other traffic, it is to be deemed destructive and illegitimate competition.
470. Rates can not be arbitrarily charged in the mere discretion of a carrier. They are to be equitably adjusted with regard to the public interests as well as the carriers. Reduced rates at points where competitive influences are controlling must not fall below some revenue from the traffic in excess of cost, and higher rates at other points, required for the necessary revenue of a carrier, must be reasonable in themselves, and also relatively reasonable in comparison with the competitive rate.
471. The general rule contemplated by the statute, of equitably graduated charges on like traffic with reasonable reference to the amount of the service, is just in itself, and commonly most beneficial both to the carriers and to the public; and is only to be departed from when justified by exceptional conditions, and in such instances no longer than the conditions require.
472. Where a reduced rate is made at the terminus of a through route, under the compulsion of competition, a town not located on the line of the through route, but reached over a lateral connecting road, has a disadvantage of situation entailing some additional expense, and a reasonably higher rate to such town than the forced competitive rate to the more distant terminus of the through route is not unjust discrimination.
473. Upon complaint by dealers at Humboldt, Kans., against the respondent lines for unjust discrimination in charging a rate of 65 cents per 100 pounds on sugar transported from San Francisco to Kansas City, and 85 cents per 100 pounds upon the same commodity from San Francisco to Humboldt, more than 100 miles shorter distance, but not on the through line. *Held*, That the reduced rate to Kansas City being forced upon the carriers by competitive conditions beyond their control, and the rate to Humboldt not being unreasonable in itself, but lower than it would be except for the influence of the competitive conditions at Kansas City, and it not appearing that substantial injustice results from the higher rate at Humboldt, the lower rate to Kansas City and the higher rate to Humboldt are not deemed to be in contravention of the statute.

The Andrews Soap Company v. The Pittsburgh, Cincinnati and St. Louis Railway Company; The Cincinnati, Hamilton and Dayton Railroad Company; The Cleveland, Cincinnati, Chicago and St. Louis Railway Company; The Cincinnati, Washington and Baltimore Railroad Company; The Chesapeake and Ohio Railway Company; The Ohio and Mississippi Railway Company; and The New York, Pennsylvania and Ohio Railroad Company. (4 I. C. C. Rep., 41.)

474. A manufacturer's description of an article to induce its purchase by the public also describes it for transportation, and carriers may accept his description for purposes of classification and rates. Carriers are not required to analyze freight to ascertain whether it is in fact inferior to the description or public representations under which it is sold, in order to give it a lower rate corresponding to its actual value.
475. Upon complaint by a manufacturer of soap, advertised and sold as toilet soap, charging unjust discrimination by classifying his product in the second class with other toilet soaps, and not in the fourth class with laundry soaps, as he claims it should be classed, for the reason that his toilet soap is not substantially superior to soap put on the market by certain other manufacturers as laundry soap, which, under that description, is transported at a lower rate. *Held*, That the manufacturer's description of his product for commercial purposes as an article of superior grade and value warrants its classification accordingly, and carriers are not required to classify and transport it as laundry soap.

In the matter of Alleged Excessive Freight Rates and Charges on Food Products.
(4 I. C. C. Rep., 48.)

476. The rate of compensation which railroad companies may lawfully receive for transportation services can not be so limited that the shipper may in all cases realize actual cost of production.
477. Charges for transportation service should have reasonable relation to cost of production and to the value of the service to the producer and shipper, but should not be so low on any as to impose a burden on other traffic.
478. In the carriage of great staples, which supply an enormous business and which in market value and actual cost of transportation are among the cheapest articles of commerce, rates yielding only moderate profit to the carrier are both necessary and justifiable, and where the carriers frequently put in force and continue for considerable periods of time tariffs of rates and charges, it is a fair inference that such rates and charges are profitable.
479. Transportation charges now made on corn and oats between the Mississippi River and Eastern cities, based on 20 cents per 100 pounds from Chicago, and 23 cents from East St. Louis to New York City, are less than 4.4 mills per ton per mile, and are not excessive.
480. The charge of 20 cents on the 100 pounds of corn and oats from the Missouri River to Chicago, and 5 cents less to the Mississippi River, is excessive, and to be reasonable should not exceed 17 cents to Chicago and 12 to the Mississippi River, east side.
481. The rates on corn and oats in force from stations in Kansas and Nebraska to the Mississippi River, east side, and to Chicago, are 2 cents in excess of reasonable rates.
482. Any transportation charges between the Mississippi River and New York City on wheat and flour based on a higher rate than 23 cents per 100 pounds from Chicago to New York City are unreasonable, and any rate on wheat and flour carried from any one place to another which is more than 15 per cent above the rate on corn and oats between the same places is unreasonable.
483. The rates of 46 cents per 100 pounds on grain and 51 cents on flour and meal between the grain region in Kansas and a large district in Texas are the same for distances shorter than 250 and longer than 800 miles, and are unreasonably high for the longer and grossly excessive and extortionate for the shorter distances.
484. In fixing reasonable rates, the requirements of operating expenses, bonded debt, fixed charges, and dividend on capital stock from the total traffic are all to be considered, but the claim that any particular rate is to be measured by these as a fixed standard, below which the rate may not lawfully be reduced, is one rightly subject to some qualifications; one of which is the obligations must be actual and in good faith.

In the matter of Alleged Excessive Freight Rates and Charges on Food Products.
(Opinion on protest and motions to dismiss.) (4 I. C. C. Rep., 116.)

485. The act to regulate commerce makes it the duty of the Interstate Commerce Commission to execute and enforce the provisions of the act which require rates and charges to be reasonable. In the performance of this duty the Commission has authority to inquire into the management of the business of common carriers and to require the attendance and testimony of witnesses, the production of books and papers, tariffs, and contracts relating to any matter under investigation. To enforce its authority in this respect the Commission must invoke the aid of a court of the United States.
486. When applied to by petition the Commission must investigate matters complained of, and must, to enforce the act, make investigations and prosecute inquiries instituted on its own motion. On making any investigation, the Commission is required to make a report in writing of its recommendations, conclusions, and the finding of fact on which its conclusions are based, which recommendations and conclusions, if not complied with, can only be enforced through the courts, after trial, in accordance with established procedure. In such trial the facts found by the Commission, in conformity with the statute, have legal effect and are *prima facie* evidence; but the recommendations, conclusions, and orders of the Commission are of no binding force in the courts.
487. The Commission having entered upon inquiry and investigation as to the reasonableness of transportation rates on food products, and given notice of the time and place of taking testimony, and afforded opportunity for calling and cross-examination of witnesses. *Held*, That such proceeding was a substantial compliance with the statute.

The Manufacturers' and Jobbers' Union of Mankato, Minn., v. The Minneapolis and St. Louis Railway Company, The Chicago, Rock Island and Pacific Railway

Company, The Kankakee and Seneca Railroad Company, and The Burlington-Cedar Rapids and Northern Railway Company. (4 I. C. C. Rep., 79.)

488. Transportation charges are required to be relatively reasonable as well as reasonable in themselves, to prevent unjust discrimination between localities. A locality not widely dissimilar in situation and in respect of the transportation service of the same carrier to other localities where lower rates are given, is entitled to rates that bear a just relation to the lower charges made.

489. Equality in charges is required under circumstances and conditions substantially similar, and relative equality is necessary in the degree of similarity.

490. When a carrier engages in transportation for which, by reason of competitive conditions or for purposes of its own, it receives low rates from some patrons and at some localities, it accepts the legal obligation to give impartial service to other patrons and at other localities that sustain similar relations to the traffic.

491. The generally recognized principle that cost of carriage is in inverse ratio to distance, and that therefore the charge per ton per mile should diminish with distance, is not a rule required by the statute, and is subject to qualifications and exceptions.

492. Upon complaint by dealers at Mankato, Minn., that rates from Chicago to Mankato should be no higher than to Waterville, Minneapolis, and points allowed like rates, *held*, that in view of the circumstances and conditions existing, a somewhat higher charge to Mankato is not unlawful, but that a difference of 20 per cent or more on the respective classes, charged when the complaint was filed, is excessive, and that a difference of 10 per cent on the several classes is reasonable and should not be exceeded.

Proctor & Gamble v. The Cincinnati, Hamilton and Dayton Railroad Company, The Pittsburg, Cincinnati and St. Louis Railway Company, and The Pennsylvania Railroad Company. Proctor & Gamble v. The Cleveland, Cincinnati, Chicago and St. Louis Railway Company, The Lake Shore and Michigan Southern Railway Company, and The New York Central and Hudson River Railroad Company. Proctor & Gamble v. Orland Smith and H. C. Yergason, receivers of the Cincinnati, Washington and Baltimore Railroad Company, and The Baltimore and Ohio Railroad Company. (4 I. C. C. Rep., 87.)

493. The complainants are large manufacturers of common soap at Cincinnati, Ohio. In the official classification common soap stands in the fifth class in carload lots. The defendant railroad companies have always given it the rate of fifth-class articles, but for many years prior to May, 1889, they charged the complainants for only net weight, the gross weight being one-sixth more than net weight, but since said date they have charged for gross weight without diminishing the rate per 100 pounds. The effect of this was to charge one-sixth more for the same service than had before been charged. The charge for transportation under the net-weight practice was reasonable and just, and without complaint on the part of shippers or carriers. *Held*, That the increased charge by the device of charging for the gross weight, being one-sixth advance for the same service, was unwarranted, as it operated to make the rate unreasonable.

The San Bernardino Board of Trade v. The Atchison, Topeka and Santa Fé Railroad Company, The Atlantic and Pacific Railroad Company, The Burlington and Missouri River Railroad Company, The California Central Railway Company, The California Southern Railroad Company, The Chicago, Kansas and Nebraska Railway Company, The Missouri Pacific Railway Company, and The St. Louis and San Francisco Railway Company. (4 I. C. C. Rep., 104.)

494. Where complaint alleges that a greater charge, in the aggregate, for the transportation of a like kind of property, is made for shorter than for a longer distance, over the same line in the same direction, the shorter being included in the longer, and that an unlawful preference is thereby given one locality over another. *Held*, Complaint is sufficient to put the carriers on proof that the services were rendered under such dissimilar circumstances as to justify the greater charge.

495. The water competition which will justify a greater charge for a shorter distance by railroads must be actual. Possible competition will not justify such greater charge under the provisions of the fourth section of the act to regulate commerce.

496. The filing of schedules of rates with the Commission as required by statute raises no presumption as to the legality of such rates, and no omission or failure to challenge or disapprove the schedules of rates so filed can have the effect of making rates lawful which are unreasonable.

Rice, Robinson & Witherop v. The Western New York and Pennsylvania Railroad Company. (4 I. C. C. Rep., 131.)

497. The acquisition and consolidation by a rail carrier under one system of management of different competing lines of road serving the same territory in the carriage of competitive traffic to the same markets can not create a right on the part of the carrier to take advantage of the consolidation of interests to deprive the public of the benefits of fair competition nor afford warrant for oppressive discrimination with a view to its own interests, such as equalizing profits from its several divisions, by making rates and charges for one division that give profitable markets to a portion of its patrons, and higher rates and charges for another division that are destructive to the pursuits of other patrons who are competitors in the same business; but its duty to the public requires that its service must be alike to all who are situated alike.
498. A carrier that employs different methods for the transportation of petroleum oil and its products, in carloads—for example, tank cars, in which the oil is carried in bulk, and box cars, in which the oil is carried in barrels—is not relieved from its duty in respect to quality of rates by the difference it makes between its patrons in the mode of carriage, but its charges for like quantities carried between like points of shipment and destination must be equal upon the commodity itself, irrespective of the mode of carriage or the tank or barrel package in which it is contained. Differences in circumstance, and conditions of transportation that are of a carrier's own creation or connivance, or that by reasonable effort on the part of a carrier might be avoided, can not justify exceptional rates.
499. A tank used in carrying oil is deemed by carriers part of the car and the rate is charged only upon the contents, while for carriage in box cars the barrels containing the oil are treated as freight and the rate is charged both for the weight of the barrel and its contents. The prevention of this prejudice to shippers in barrels requires that for purposes of rates, when a carrier uses both tank and box cars for carrying oil in carloads, the barrels shall be deemed part of the box car; and that, as in the case of transportation in tanks, the rate shall be charged only for the weight or quantity of oil carried, exclusive of the weight of the barrels, and be the same for like weight or quantity carried in tanks.
500. When a carrier engages in transporting oil in tanks and also in barrels conveyed in box cars, in carloads, and charges for the weight of the barrel as well as the oil carried by the box-car mode of transportation, but for the weight of the oil only when carried in tanks, it unjustly discriminates between shippers, and subjects the traffic to undue prejudice and disadvantage.
501. The fact that a carrier does not own tank cars, but accepts and uses such cars supplied by some of its patrons for their own traffic, is unimportant so far as rates are concerned. It is a carrier's duty to equip its road with instrumentalities of carriage suitable for the traffic it undertakes to carry, and to furnish them alike to all who have occasion for their use, and its duty to furnish equipment can not be transferred to nor required of shippers. When a carrier accepts and uses cars for transportation owned by shippers or others, in legal contemplation it adopts them as its own for purposes of rates and carriage, and neither the manner of acquiring cars, nor inability to furnish its general patrons the use of cars similar to those furnished by some shippers for their own traffic, can excuse or justify a carrier for discrimination in rates that may give one shipper advantages over another; nor can any device, such as payment of unreasonable rent for use of cars furnished by shippers, be practiced to evade the duty of equal charges for equal service.
502. The allowance by a carrier to a shipper of oil in tanks, of 42 gallons, or any number of gallons, from the actual quantity put in a tank, for alleged leakage or waste in transportation, is, in the absence of a corresponding allowance to shippers in barrels, unjust discrimination and unlawful.
503. The classification of petroleum oil and its products in carloads adopted and generally applied by carriers is the same, and the rates upon oil and its products should correspond with their classification and be alike.

The Board of Trade of the City of Chicago, complainant, v. The Chicago and Alton Railroad Company, The Chicago, Burlington and Quincy Railroad Company, The Chicago, Milwaukee and St. Paul Railway Company, The Chicago, Rock Island and Pacific Railway Company, The Chicago, Santa Fé and California Railway Company, The Illinois Central Railroad Company, John McNulta, receiver of the Wabash Railway Company, and The Chicago and Northwestern Railway Company,

defendants; and, as intervenors, The Armour Packing Company, George Fowler & Sons, Kingan & Co. (limited), Jacob Dold Packing Company, Morrison Packing Company, Allcut Packing Company, Kansas City Packing Company, Des Moines Packing Company, William Ellsworth, Haakinson & Co., James E. Booge & Sons, Silberhorn & Co., McKeown & Sons, L. B. Doud & Co., Brittain & Co., John Morrell & Co. (limited), T. M. Sinclair & Co., William Ryan & Sons, Coey & Co., and the honorable Board of Railroad Commissioners of the State of Iowa. (4 I. C. C. Rep., 158.)

504. Certain propositions of fact established by the evidence in this proceeding may be briefly stated as showing the character of the case and also on account of the light they throw upon the conclusions reached by the Commission.

The city of Chicago is the largest pork-packing center in the country, and is also the most extensive market for live hogs and all other live stock.

Kansas City, Leavenworth, St. Joseph, Atchison, Omaha, Council Bluffs, Sioux City, Sioux Falls, Des Moines, Dubuque, Burlington, Cedar Rapids, Marshalltown, Fort Dodge, Keokuk, Grinnell, Ottumwa, and many other points that might be named in the interior of Iowa, are extensive pork-packing centers, and the hog products packed at these cities are brought into direct competition with the hog products packed at Chicago, not only in the markets of the United States, but also in all other markets of the world where hog products are consumed.

As articles of commerce the live hog and its product are in direct competition with each other at the points named and in the chief markets of this country.

From Sioux City to Mississippi River points, and from Sioux City to Eastern markets and seaboard cities via Mississippi River points, the rates are made considerably higher by the carriers on live hogs than on packing-house product. With, however, the single exception of Sioux City, rates are made the same by rail carriers on live hogs and packing-house product carried from Missouri River points to Mississippi River points, or from Missouri River points to Eastern markets and seaboard cities via Mississippi River points, or from intermediate points in the States of Iowa and Missouri to Mississippi River points, or from intermediate points in Iowa and Missouri to Eastern markets and seaboard cities via Mississippi River points, or from Chicago to Eastern markets and seaboard cities and intermediate points. But upon all shipments of live hogs and packing-house product from Missouri River points to the city of Chicago, or from intermediate points in the States of Iowa and Missouri to Chicago, the rate charged is much higher on live hogs than on packing-house products.

505. The foregoing propositions of fact being true, the defendants and intervenors undertook to justify the discrimination made against Chicago upon various grounds, which, with the view of the Commission upon each, may be briefly stated.

They claim that trains carrying live hogs had the right of way over other freight trains and were run at a higher rate of speed on account of reaching the market at Chicago. But the evidence adduced did not show that this was of a nature and character that warranted the discrimination made in rates against Chicago. They also claim that there was much greater risk to the carrier in hauling live hogs than in transporting packing-house product, but the evidence showed that there was no appreciable difference in the risk of carrying the one as compared with the other.

They further claim that it is more expensive to the carrier to haul live hogs than packing-house products to Chicago. But the evidence did not sustain this ground of defense.

They claim, and the evidence showed it to be true, that the lines of railway east of the Mississippi River and east of Chicago used double-deck cars for transporting live hogs, while the railway lines west of Chicago, and between Missouri River points and Mississippi River points and Chicago, with the exception of the Chicago, Milwaukee and St. Paul Railway Company and the Atchison, Topeka and Santa Fe Railway Company, used single-deck cars, and that the two exceptional roads last named had but few double-deck cars. But this was found to constitute no justification for this discrimination in rates against Chicago.

They claim that, counting coal, cooperage, salt, and ice used in packing-house work, live hogs brought in and packing-house product carried out, the slaughtering of hogs at the packing houses at Missouri River points and in the interior of Iowa and Missouri furnished the rail carriers more tonnage than if the live hogs were transported to Chicago and converted into packing-house product there. But this was not found to warrant the discrimination in rates made against Chicago.

By some it was insisted that as the rate on the live hogs from Missouri River points and from points in the interior of the State of Iowa, for example, to the packing house at Sioux City, added to the rate on packing-house product from the packing house at Sioux City to Chicago, is but a trifle more than the rate on the live hogs from the first point of shipment above named to Chicago, that this equalized the rates relatively on live hogs and hog product. But the Commission finds that there is no element of justice or fairness in making or computing rates upon any such basis as this, and that it constitutes no ground whatever for these discriminating rates against Chicago.

The intervenors insist that there is a considerable shrinkage of the live hogs in being transported in cars long distances, and further claim that the meat is in better condition when converted into product near where the hogs are reared and fresh than if this is done after the hogs are transported a long distance, and that therefore public considerations demand that the live hogs should be converted into product near where they are grown. But the Commission finds that while there is a temporary shrinkage of from 3 to 5 per cent in the weight of a hog from Missouri River points and interior points in the States of Iowa and Missouri in a haul to Chicago, yet that the transportation business of the country has demonstrated that live hogs may, as articles of commerce, be transported great distances without any material injury or loss in value, and that neither these considerations separately nor both combined upon the evidence adduced furnish any ground for these discriminating rates against Chicago.

The intervenors also defend these discriminating rates against Chicago on the ground of immense investments of capital that have been made in the establishment of packing houses at Missouri River points and in the interior of Iowa and Missouri on the faith of these rates, which give employment to a large number of persons; that the business in these States has adjusted itself to this condition of affairs, and that now to make the changes in these rates claimed by petitioner would break up and ruin these packing houses. But upon the evidence the Commission is unable to find that the preferential rates given to these large establishments in Iowa and Missouri and at Missouri River points as well as in other portions of the country are reasonable and just when compared with the heavy discriminations laid upon the packers and buyers of Chicago.

506. A business like that involving the preparation for consumption of such a large and leading staple and necessary of life as meat, with all the competition that exists for it in different and competing localities, brought near to each other by the fast rail lines of the country, is too large to be done in a corner, and is a conspicuous instance of a commodity that requires at the hands of carriers rates that are not only reasonable and just in themselves, but relatively reasonable and just in their bearing upon these different localities.

The Poughkeepsie Iron Company, complainant, v. The New York Central and Hudson River Railroad Company, The Boston and Albany Railroad Company, and The Connecticut River Railroad Company, defendants. (4 I. C. C. Rep., 195.)

507. Pig iron is one of the lowest classes of freight, and the rates on that article complained of in this proceeding are not found to be unjust and unreasonable, either in themselves or relatively as charged petitioner compared with rates from Youngstown and Cleveland, Ohio.
508. Rates charged petitioner by the defendants on pig iron are in themselves, as well as relatively, the same in substance as rates charged other manufacturers of pig iron at the producing furnaces in the State of New York.
509. Through rates on long hauls more usually than local rates on short hauls encounter water competition and are made lower in proportion to distance by this cause as well as other causes which have been repeatedly discussed and considered by the Commission; and the doctrine contended for by petitioner in this proceeding, that an estimated proportion of the through rate must not be less according to distance than the local rate from an intermediate point to another point named in the line covered by the through rate, has often been held by the Commission to be untenable. (See *Detroit Board of Trade et al. v. The Grand Trunk Railway Company and others*, 2 Inters. Com. Rep., 202; 2 I. C. C. Rep., 320. *New Orleans Cotton Exchange v. The Illinois Central Company et al.*, 2 Inters. Com. Rep., 777; 3 I. C. C. Rep., 534.)
510. The cost of the production of pig iron at a furnace situated like that of petitioner on the Hudson River in the State of New York is much greater than at Youngstown, Ohio, or Birmingham, Ala., or at other points in the West and South; and while the aggregate rate charged petitioner to New England mills is a great deal lower than the aggregate rate charged on these Western

and Southern irons to the same mills, yet it is not sufficiently so to overcome the difference in the cost of production; and the consequence is that petitioner finds itself at a serious disadvantage in competing with these Western and Southern irons in the markets and mills of the New England States where there is a very great demand for this class of property.

511. The Commission has no power and authority in this proceeding to order other carriers not parties to this proceeding to raise their rates on pig iron transported from Youngstown and Cleveland, Ohio, to New England points in order to overcome the difference in the cost of production of pig iron now existing against petitioner; nor would the Commission enter upon the consideration of any such subject in a proceeding to which such carriers were not parties and in which such localities sought to be burdened with higher rates, for example, Youngstown and Cleveland, Ohio, had no opportunity to be heard; and the findings of fact in the present proceeding, which show that the rates already charged petitioner by the defendants are in themselves, as well as relatively, just and reasonable rates, demonstrate that the Commission could not order the defendants to lower these rates from Poughkeepsie to all points on the Boston and Albany road one-half, and to Holyoke nearly one-half, in order to overcome the difference in the cost of production of pig iron now existing against petitioner.

The Harvard Company, complainant, *v.* The Pennsylvania Company, The Pennsylvania Railroad Company, The Lake Shore and Michigan Southern Railroad Company, The New York Central and Hudson River Railroad Company, The Baltimore and Ohio Railroad Company, The Grand Trunk Railway Company, The Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company, The Valley Railway Company, The New York, Lake Erie and Western Railroad Company, The Boston and Albany Railroad Company, The New York and New England Railroad Company, and the New York, New Haven and Hartford Railroad Company, defendants. (4 I. C. C. Rep., 212.)

512. Where questions of classification and rates are involved as to one particular article of freight, it is often necessary to examine and consider the classification and rates upon other articles in which the same calculations in respect of value, bulk, and expense of handling and of carriage would to a considerable extent enter; and for the purposes of such comparison it is not indispensably necessary that the articles should be competitive with each other, though if they are competitive then this feature must more strongly bring to view the fact of discrimination in rates, if there be such.
513. The valuable service performed to the transportation interests of the country by rate and classification committees. Rules recognized by the Commission in making of classifications and rates.
514. The mere fact that one article is of more general use and therefore shipped in greater quantities than another, when each as a rule is shipped in less than carload quantities, and of no considerable difference in bulk, weight, and value, and of no appreciable difference in expense of handling and of haul, constitutes in itself no reason why the first should receive a lower rate than the last. In such a case mere quantity, not measured by any recognized unit of quantity adapted to carriage, and lessening the expense of handling and carriage, can not be allowed to affect rates in the transportation of property.
515. Surgical chairs compared with other freight and reasons stated as to what the rates on them should be as articles of commerce in course of transportation.

George Rice *v.* The Atchison, Topeka and Santa Fé Railroad Company, The Atlantic and Pacific Railroad Company, The Alabama Great Southern Railroad Company, The Alabama and Vicksburg Railway Company, The Central Pacific Railroad Company, The Cincinnati, New Orleans and Texas Pacific Railway Company, The Illinois Central Railroad Company, The International and Great Northern Railroad Company, the Louisville, New Orleans and Texas Railway Company, The Mobile and Ohio Railroad Company, The Newport News and Mississippi Valley Company, The New Orleans and Northeastern Railroad Company, The Southern Pacific Company, The St. Louis, Iron Mountain and Southern Railway Company, The Texas and Pacific Railway Company, and the Union Pacific Railway Company. (4 I. C. C. Rep., 228.)

516. Competition as a factor in making rates: (a) The competition between all-water lines and the all-rail lines in the carriage of petroleum and its products from the port of New York to San Francisco, Oakland, Sacramento, Stockton, Marysville, San Jose, and San Diego, in the State of California, is actual and involves the transportation of traffic important in amount. (b) The

competition lines between the part-rail and part-water lines, and the part-pipe lines and the part-water lines on the one side from the oil fields of Pennsylvania and Ohio via the port of New York to San Francisco, Oakland, Sacramento, Stockton, Marysville, San Jose, San Diego, and Los Angeles, in California, in the carriage of petroleum and its products, on the one hand, and the competition of the all-rail lines on the other, in the carriage of the same kinds of property from and to the same points named, is a competition that is actual and involves the transportation of traffic important in amount. *Held*, On these facts and upon the authority of numerous decisions cited in this opinion, a dissimilarity of circumstances and conditions is thus shown to exist at the California points named as compared to the circumstances and conditions which exist in the carriage of this traffic by the all-rail lines, at intermediate points along such all-rail lines, and that it is such a dissimilarity of circumstances and conditions as is recognized by the act to regulate commerce, and warrants the all-rail lines in making such just and reasonable rates as will enable them to meet the low rates and competition of the competing all-water lines and of the competing part-water and part-rail lines at said California points above named, and that in doing so the said all-rail lines are not obliged to make their rates at intermediate points along their lines as low as the rates forced upon them by the competition at said California points above named, viz, San Francisco, Oakland, Sacramento, Stockton, Marysville, San Jose, Los Angeles, and San Diego.

517. The "blanket rate," as it is called, by which the same rate is charged by the all-rail lines from the city of New York, and from all points in the oil-producing regions in the States of Pennsylvania, Ohio, and West Virginia, and from all the territory in the United States east of the ninety-seventh meridian of longitude, in the carriage of petroleum and its products to San Francisco, Oakland, Sacramento, Stockton, Marysville, San Jose, Los Angeles, and San Diego, in the State of California, is a rate that has its origin in and is based upon actual competition for the carriage of this large traffic, on the one side, by the all-rail lines, and on the other side, by the lines part rail and part water, and also, in some instances, all-water lines, and also, in other instances, part-pipe lines and part-water lines; and it is a rate of which petitioner has no right to complain as being a violation of the fourth section of the act to regulate commerce, because it does not appear from the evidence that it is a violation of that section.
518. The other issue upon which this case was tried, namely, that an unlawful preference was shown to the Standard Oil Trust and the companies, firms, and associations affiliated to the said Standard Oil Trust by the all-rail carriers in making low rates for them and for their benefit to certain California points where there were receiving-tank stations erected by the said Standard Oil Trust and its affiliated companies, firms, and associations, and then by shipment afterwards from said receiving-tank stations to adjacent localities on low rates made for short local hauls in California, whereby an unlawful preference was shown to said trust and its affiliated firms, companies, and associations, is not sustained by the evidence in this proceeding.
519. No question is presented in this case as to whether the rates charged by the all-rail carriers at intermediate points are just and reasonable or not, but, on the contrary, the case was so presented and tried as to distinctly indicate to the Commission that no decision was desired in regard to this matter, for no evidence was offered concerning it by either side; and the case being one that is *inter partes* commenced, prosecuted, and defended by able counsel for the respective parties, the Commission has heard, considered, and determined it as presented by the parties and their counsel.
520. It appears that the Southern Pacific Company and the Atchison, Topeka and Santa Fé Railroad Company each has several stations on their lines at which no publication is made in their tariffs of the rates at these stations; and this they admit; and the Commission finds that this conduct on their part has been owing to a misapprehension and misconstruction of the law, and in accordance with a usage and practice long existing among railroads; the Commission therefore orders them to make publication of the rates they charge at these stations in their tariffs; and in all other respects, as to these defendants and the Union Pacific Railway Company, the petition in this proceeding stands dismissed.
521. As to the other rail-carrier defendants in this proceeding, which are certain Southern and Southwestern railroads, it appears in a general way that there is water competition at Memphis, Vicksburg, New Orleans, Mobile, and Galveston, but upon this point the evidence is not sufficiently clear to enable the Commission to determine the extent to which this competition at each

of these points is actual, and whether it involves traffic important in amount; and the Commission therefore retains the case as to these defendants, and will hereafter notify the parties as to the time when and the place where all such further evidence will be heard upon these points that the parties may desire to offer.

W. S. King & Co., complainants, v. The New York, New Haven and Hartford Railroad Company and The New York and New England Railroad Company, defendants. (4 I. C. C. Rep., 251.)

522. A line of steamships plying between New York and Boston every other day makes the distance in twenty-four hours, does the largest part of the carrying trade of the grocers of Boston on shipments from New York, carries flour from New York to Boston for $8\frac{1}{2}$ cents per 100 pounds; other lines, part water and part rail, known as the "Sound Lines," make daily trips between New York and Boston, and carry flour from New York to Boston at 9 cents per 100 pounds; an all-rail line composed of the lines of the defendants upon through billing and through rates to Boston alone on shipments from New York make daily runs between these points and carries flour from New York to Boston at 9 cents per 100 pounds; each and all of these carriers are in actual competition for this business, and it involves the carriage of traffic important in amount. *Held*, upon the facts, that this is a case in which the circumstances and conditions in the carriage of this commodity are substantially dissimilar at Boston to what they are at Readville, an interior town about 8 miles from Boston, on the line of the all-rail carriers, where no competition exists between the all-rail carriers and the water lines, and justifies the all-rail carriers in meeting the rate by the water line at Boston by charging 9 cents per 100 pounds on flour, while the combined local rates of the two rail carriers are higher upon shipments of this kind of freight from New York to Readville than they are upon the joint through rate from New York to Boston.

523. The all-rail line is composed of two separate and distinct lines of railroad, owned by two separate and distinct corporations; but by an arrangement these two corporations make joint through rates on all business from and to New York and Boston passing over their lines, and for this business they furnish fast freight trains, which stop at no stations between New York and Boston, and have the right of way over all other freight trains; as to all other points along their lines, however, they each charge their local rates, and this business is done by way freight trains of each company respectively for itself and on its own account; all of which methods and rates in each instance are duly advertised in their published tariffs.

524. On the facts herein above stated, a firm of dealers in the city of Boston ordered a consignment of flour from New York to Readville by the all-rail lines of the defendants in this proceeding, and subsequently claimed in their complaint to the Commission that they should have been charged for this service the through rate to Boston, and not the local rates of the defendants from New York to Readville. *Held*, That the facts show that complainants are mistaken as to their rights in this matter, and that the complaint can not be sustained, and must be dismissed without prejudice.

525. According to the evidence, the cost of service is far less expensive to the carrier in doing the through business than in doing separately, each for itself, the combined local business of the two railroad companies. It does not appear that the through rate to Boston is unreasonably low; nor does it appear upon the evidence in this proceeding that the local rates of these two railroad companies are unjust and unreasonable.

526. The joint through rate to Boston on flour is one that is forced upon the all-rail carriers by the competition of a water line not subject to the act to regulate commerce, and is a rate, low as it is, in which there is a small margin of profit to the all-rail carriers, while the combined local rates to Readville, although considerably higher, relate to a service that is wholly different in all its material features, methods, and aspects, rendered by the carriers under circumstances and conditions that are substantially dissimilar.

527. The evidence fails to sustain the allegation of the complaint that complainants formerly shipped to Readville from New York over the roads of the defendants at Boston rates.

S. C. Capehart and Jasper Smith, owners of the steamer R. T. Coles, complainants, v. The Louisville and Nashville Railroad Company, The Memphis and Charleston Railroad Company, The East Tennessee, Virginia and Georgia Railway Company, and The Nashville, Chattanooga and St. Louis Railway Company, defendants. (4 I. C. C. Rep., 265.)

528. Several rail carriers engaged in interstate commerce each cross or touch a navigable river, leaving a large space of territory along and near the river and between their lines that can be served only by steamboats, and in connection with steamboats these rail carriers carry freight to and receive it from this territory at points where they touch or cross the river, respectively, but as to it they make through rates with only one line of steamboats, and refuse to make such through rates with other steamboats on the river. *Held*, That under the law the rail carriers may do this, and that it is not unjust discrimination nor unlawful preference. (Citing *Napier v. The Glasgow and Southwestern Railway Company*, 1 Railway and Canal Cases, 292.)
529. In such a case all that a steamboat has a right to demand, with which the rail carriers have refused to make through rates and to do through billing, is that the rail carriers shall receive from and deliver to such steamboat freight for transportation at their published local tariff rates.
530. Through rates and through billing are matters of agreement among carriers engaged in interstate commerce, and, as was decided in the case of *The Little Rock and Memphis Railroad Company v. The East Tennessee, Virginia and Georgia Railway Company* (2 Inters. Com. Rep., 454; 3 I. C. C. Rep., 1), the Commission has no power under the statute to compel them against their consent to enter into arrangements for through rates and for through billing.
531. An aggregate through rate is itself an entirety, although made up of agreed percentages, proportions, or divisions, as the case may be, of the entire rate among the several carriers; and where the rail carrier makes a through rate from a point on a navigable river with a steamboat line, and refuses to make such through rate with another steamboat, the Commission can not compel the rail carrier to receive freight from or deliver it to the steamboat with which it has refused to make a through rate and to do through billing upon the prepayment of charges for an estimated proportion of the through rate equal in amount to that which the rail carrier receives from the steamboat line with which it has an arrangement for through rates and through billing.
532. Where a carrier not subject to the act to regulate commerce—for example, a steamboat plying the Tennessee River between Decatur, Ala., and Bridgeport, in the same State—has applied to rail carriers engaged in interstate commerce for through rates and through billing of freight and has been refused these, and during a period of several years has paid these rail carriers their local published tariff rates on freight, and now sues to recover the difference between the amount so paid on the local rates and the proportion of the through rate between the same points covered by the local rates. *Held*, That no recovery can be had in such a proceeding before the Interstate Commerce Commission, and the complaint is dismissed without prejudice.
533. The common carriers named and referred to in the last clause of section 3 of the act to regulate commerce are such alone as are subject to the provisions of that statute.
- James McMillan & Co., complainants, v. The Western Classification Committee, defendants. (4 I. C. C. Rep., 276.)
534. Whether a complaint to the Interstate Commerce Commission in regard to classification and rates is formal or informal, it is not enough that it be made against a classification committee or a rate committee concerning grievances alleged to be perpetrated by carriers in the matter of classification and rates who are represented to some extent by such classification or rate committee in making rates, but which carriers are not bound to accept such classification and rates and do not accept them any further than they see proper to do so; in such a case the carriers who, it is alleged, are guilty of perpetrating the grievances should be made the parties defendant to the complaint and the complaint should point them out by name.
535. The Western Classification Committee, in the making of classification and rates, represents about seventy-five railroad companies, but the classification and rates made by this committee are merely recommendatory to the carriers in the association, and it is not obligatory upon the carriers to accept and operate them. Some of the carriers upon such articles—for example, salted hides and pelts in less than carloads—make commodity rates of their own upon the classification and rates different from those prepared and recommended by the classification committee, while other carriers do not. Upon a complaint by a shipper against the classification committee alone, upon this statement of facts, it is evident that no investigation or order that the Commission could make would have any binding effect whatever upon the carriers.

536. Where all the interstate carriers of the country, working through a committee selected by them for that purpose, are endeavoring to reach a uniform classification of freight, instead of having the various different and conflicting classifications that exist, it being apparent to the Commission that such uniform classification is a result that is greatly in the public interests, as well as in the interest of the carriers, and that has often been recommended by the Commission to the carriers, the Commission will not embarrass, delay, or retard the carriers in this work by instituting investigations of its own under the twelfth section of the act to regulate commerce involving the classification of a few enumerated articles, transported from and to an extended area of country, but unless a formal complaint is made against the carriers in regard to such matter and a hearing of it pressed to a determination by the parties, the Commission will wait a reasonable time to see the result of the effort being made by the carriers in their efforts to arrive at a uniform classification.

537. When an informal complaint is made in regard to such a matter, against a classification committee alone, the Commission will, if it can, endeavor to reach some ground that will fairly and justly adjust the differences between the complaining shippers and the carriers; but if it appear that these conflicting differences exist not only between the carriers and the complaining shippers, but that there are other localities and other dealers whose interests are directly involved and who are opposed to the relief sought by the complaining shippers, then the practice of the Commission is not to proceed in any investigation of the complaint until the complaint is put into such shape that such localities and dealers, as well as the carriers complained of, can have an opportunity to be heard.

Hervey Bates and H. Bates, jr., v. The Pennsylvania Railroad Company, The Pennsylvania Company et al. (4 I. C. C. Rep., 281.)

538. Upon a rehearing of this case, the additional evidence warrants a finding contrary to what appeared and was found in the original hearing, that the cost to the defendants of transporting the direct products of corn, including terminal expenses properly chargeable as freight charges, between Indianapolis and seaboard points, is greater on the product than on raw corn.

539. Upon the evidence produced at the former hearing it was decided that no reason was shown for a differential rate between corn and the direct products of corn eastward between Indianapolis and the seaboard. The difference in rate complained of was $4\frac{1}{2}$ cents per 100 pounds between Indianapolis and New York, this being the proportion according to distance, of a 5-cent differential between Chicago and New York. Since the first hearing the defendants have reduced the differential to $2\frac{1}{2}$ cents per 100 pounds. The complainants claimed there should be no difference. The evidence produced at the rehearing satisfied the Commission, upon grounds stated in the opinion, that the former order should be vacated, and that no further order should now be made.

John C. Haddock, complainant, v. The Delaware, Lackawanna and Western Railroad Company, defendant. (4 I. C. C. Rep., 296.)

540. Complainant is a miner and shipper of anthracite coal from a region in Pennsylvania from which defendant is a common carrier, and also a miner, purchaser, and shipper of coal on its own account.

541. Complainant alleges that defendant gives to itself as a shipper of coal an undue and unreasonable preference and advantage in rates, as compared with those charged complainant; and further alleges specifically that the rates charged him by defendant on coal east to Hoboken, and west and north to Buffalo and other points, are unreasonable and unjust.

542. Respondent in reply relies on certain contracts between itself and complainant, entered into prior to the enactment of the act to regulate commerce, as controlling the charges for the transportation of coal by the former for the latter, and as precluding the jurisdiction of the Commission in the premises. The substance of one of these contracts is that the price for transporting complainant's coal to Hoboken shall be 50 per cent of the price for which respondent sells its own coal in Hoboken; the substance of other contracts is that complainant may ship his coal to points north and west upon the same terms and conditions as respondent for the time being transports coal for other parties, the terms to other parties being fixed in the published tariffs of respondent.

543. No claim is made that the validity of these contracts has been impaired or affected by the passage of the act to regulate commerce, although the Commission distinctly propounded the inquiry whether such claim was made.

544. The case being thus at issue, the complainant applied for subpoenas *duces tecum*, to compel certain third parties, as well as officers of respondent, to produce certain papers and contracts, alleged to be material as evidence upon the issue; and respondent moved to dismiss for want of jurisdiction.
545. The Commission carefully abstains from expressing any opinion as to the effect of the act to regulate commerce in impairing the validity of the contracts referred to, but, assuming them to be still in force, as both parties admit them to be, *Held*, (1) That complainant is precluded, by the terms of the contract for shipping coal to Hoboken, from going into evidence to show that the rate on his coal to Hoboken ought to be different from that fixed by the contract; and witnesses and evidence asked for to that end are immaterial. (2) The contracts providing that complainant may ship coal to points north and west on the same terms and rates that respondent for the time being gives other persons do not preclude complainant from showing that such rates are unjust, oppressive, or unreasonable. Complainant is therefore entitled to a hearing upon that question. (3) The Commission can not, for the purpose of discovering and preventing unjust discrimination by respondent, which is both a shipper and a carrier of its own products over its own line, compel it to keep separate accounts, showing what it charges itself for transportation or what the cost of transportation to it is; and even were such a separate account required it would form no safe guide in determining whether respondent did or did not use its power as a carrier oppressively. (4) The application for subpoenas *duces tecum* is denied. As applicable to contracts and papers of third persons, not before the Commission, it is denied on the ground of the injustice that might be done such persons; and generally (for the present at least) it is denied on the ground that the material facts can be proven by the testimony of witnesses, without the aid of documentary evidence; although respondent will be expected to produce, for purposes of examination, any books, and papers of its own material to the controversy. (5) The respondent's motion to dismiss the complaint *in toto* is denied, as good ground of complaint is set forth in respect to northern and western shipments.

The Kauffman Milling Company v. The Missouri Pacific Railway Company, The St. Louis and San Francisco Railway Company, The St. Louis, Arkansas and Texas Railway Company, the Missouri, Kansas and Texas Railway Company, The Atchison, Topeka and Santa Fé Railroad Company, The Austin and Northwestern Railway Company, The Denver, Texas and Fort Worth Railroad Company, The Fort Worth and Rio Grande Railway Company, The Gulf, Colorado and Santa Fé Railway Company, The Houston, East and West Texas Railway Company, The Shreveport and Houston Railway Company, The Houston and Texas Central Railway Company, The Texas Central Railway Company, The International and Great Northern Railroad Company, The Natchitoches Railroad Company, The San Antonio and Aransas Pass Railway Company, The Southern Pacific Company, The Texas and Pacific Railway Company, The Texas, Sabine Valley and Northwestern Railway Company, and the Texas Trunk Railroad Company. (4 I. C. C. Rep., 417.)

546. For reasons peculiar to the territory lying west of the Mississippi River, comprising a large portion of Texas, the State of Missouri, and a considerable part of Kansas, the rates on wheat and wheat flour are grouped without reference to distance, and a lower rate has been charged on wheat than on wheat flour for fifteen years or more. Prior to 1886 the difference in the two rates was 15 cents per 100 pounds or greater. In 1886 a readjustment of rates was made, and upon consideration of all the circumstances and conditions and claims of rival localities the differential was reduced to 5 cents per 100 pounds, which has since been maintained.
547. Upon complaint made by millers of Missouri, supported also by millers of Kansas, against a differential of 5 cents per 100 pounds, and claiming an equal rate on wheat and flour carried from Missouri and Kansas into Texas. *Held*, That under the conditions existing in the territory in question a rate of 5 cents less per 100 pounds on wheat than on flour does not as a matter of fact work unjust discrimination, and is not therefore unlawful.
548. It appearing that the carriers have at times reduced the rate on wheat without a contemporaneous reduction on flour and so made a larger differential than 5 cents per 100 pounds, which is sometimes maintained for a considerable period, it is found that a differential exceeding 5 cents per 100 pounds works unjust discrimination, and is unlawful.
549. Reserving any questions that may arise in case a uniform classification shall be established, at present an exception to a general rule of classification or rate making may be justified by adequate considerations in view of dissimilar conditions in different portions of the country, and when a rigid

application of a general rule will be injurious to important public interests, an exception is only reasonable.

550. The power to regulate commerce among the States is absolute in Congress, and rates on such commerce may be regulated by Federal authority with reference to trade conditions and circumstances of localities without infringing the rights or immunities of such commerce under the Constitution.

551. The decision in this case applies only to the present situation in the territory in question, and is not intended to lay down a permanent rule for the future nor to apply elsewhere.

Proctor & Gamble v. The Cincinnati, Hamilton and Dayton Railroad Company, The Pittsburg, Cincinnati and St. Louis Railway Company, and The Pennsylvania Railroad Company. (4 I. C. C. Rep., 443.)

Proctor & Gamble v. The Cleveland, Cincinnati, Chicago and St. Louis Railway Company, The Lake Shore and Michigan Southern Railway Company, and The New York Central and Hudson River Railroad Company.

Proctor & Gamble v. Orland Smith and H. C. Yergason, Receivers of the Cincinnati, Washington and Baltimore Railroad Company, and The Baltimore and Ohio Railroad Company.

552. A petition or motion for rehearing can not be granted on mere allegation of error in the findings of fact, and such a petition or motion must be supported by proof showing, *prima facie* at least, that there was such error. The affidavits in this case fail to make such showing.

The New York Board of Trade and Transportation, The Commercial Exchange of Philadelphia, and The San Francisco Chamber of Commerce v. The Pennsylvania Railroad Company, The Pittsburg, Fort Wayne and Chicago Railway Company, The Pittsburg, Cincinnati and St. Louis Railway Company, The New York Central and Hudson River Railroad Company, The Michigan Central Railroad Company, The Lake Shore and Michigan Southern Railway Company, The Chicago and Grand Trunk Railway Company, The New York, Lake Erie and Western Railroad Company, The Chicago and Atlantic Railway Company, The New York, Pennsylvania and Ohio Railroad Company, The New York, Chicago and St. Louis Railroad Company, The West Shore Railroad Company, The Delaware, Lackawanna and Western Railroad Company, The Grand Trunk Railway Company of Canada, The Wabash Railroad Company, The Baltimore and Ohio Railroad Company, The Philadelphia and Reading Railroad Company, The Central Railroad Company of New Jersey, The Boston and Maine Railroad Company, The Louisville, New Orleans and Texas Railway Company, The St. Louis, Iron Mountain and Southern Railway Company, The Southern Pacific Company, The Union Pacific Railway Company, The Northern Pacific Railroad Company, The Canadian Pacific Railway Company, The Texas and Pacific Railway Company, The Illinois Central Railroad Company, and The Lehigh Valley Railroad Company. (4 I. C. C. Rep., 447.)

553. The act to regulate commerce specifically provides for the regulation of the transportation of foreign merchandise when brought from a foreign port of shipment to a port of entry of the United States and transported from such port of entry to a place within the United States upon a through bill of lading, or when transported from a foreign port to a port of entry of a foreign country adjacent to the United States and transported from such port of entry to a place of destination within the United States upon a through bill of lading.

554. The regulation thus provided is such as regulates the rates, charges, facilities afforded, and treatment of the foreign merchandise from the port of entry in either instance as the case may be, to the place of destination of the merchandise within the United States, but it is not a regulation that extends to the control of rates made upon such foreign merchandise in the foreign port of shipment for its carriage to the port of entry of the United States or to the port of entry in a foreign country adjacent to the United States.

555. With respect to that part of the carriage of such foreign merchandise between the ports of entry and the place of destination in the United States the rule of the statute is that it is entitled to no preference in rates, charges, facilities afforded, and treatment over domestic merchandise or other merchandise when these are a like kind of traffic transported from such ports of entry to such places of destination, but as to that service it stands upon the same basis of equality with domestic merchandise or other freight as to rates, charges, facilities afforded, and treatment, and must be carried upon this part of its journey under the inland tariffs of the carriers established for the transportation of domestic merchandise or other freights, and under the same rules governing their carriage, as to weight, bulk, value, expenses of carriage, and all such other circumstances and conditions as enter into the

making of just and reasonable rates and of avoiding unlawful prejudice and unjust discriminations, such as is provided by the statute.

556. The circumstances and conditions surrounding the making of the rates upon such foreign merchandise in the foreign port of shipment have had their weight and operation in its foreign carriage to the port of entry and in the charges made and facilities afforded for that service, but after such foreign merchandise has been brought within the United States on its way to destination in the United States it encounters other circumstances and conditions that are controlling in this part of its carriage, namely, the laws of the United States made for the regulation of its rates and carriage.
557. The publication of such inland joint tariffs for the transportation of such foreign merchandise under the statute and of advances and reductions should be made at the port of entry and also at the point of destination of freight in the United States by posting the same in a public place at the depot of the carrier where the freight is received in the port of entry and where it is delivered at the place of destination in the United States.
558. The term "a like kind of traffic," as it occurs in section 2 of the act to regulate commerce, and as used in this report and opinion, does not mean traffic that is identical, but it means traffic that is of "a like kind" with other freight in the elements of a fair and just classification for the purpose of arriving at a just and reasonable rate and a rate that will avoid unjust discrimination and unlawful preference.
559. Commodity class rates described and discussed.
560. The power of interstate carriers to make commodity class rates and special class rates to meet the circumstances and conditions of traffic along their lines recognized and defined.

Coxe Brothers & Company v. The Lehigh Valley Railroad Company. (4 I. C. C. Rep., 535.)

561. *Classification of freight.*—Freight classification is deemed by the railroads convenient and essential to any practical system of rate making, and is so recognized though not enjoined by the act to regulate commerce.
562. *Same.*—When classification is used as a device to effect unjust discrimination or as a means of violating other provisions of the statute, the act requires the Commission to so revise and correct such classification and arrangement as to correct the abuse.
563. *Lower rates for longer hauls.*—Besides terminal expenses and other aggregate charges not dependent upon the distance freight is moved, there are other conditions which justify a lower proportionate charge for longer distances.
564. *Through carriage over connecting lines.*—Through transportation over connecting lines is favored by the statute, and the rate over such through lines is correctly adjusted upon the distance through, and not upon the shorter distances over, the several lines.
565. *Same.*—Two roads by agreement carried bituminous coal from the Snow Shoe region in Pennsylvania to Perth Amboy, N. J., a distance of about 300 miles, at a higher aggregate, but lower proportionate, rate than was charged by one road on anthracite for the distance over its line, the distance over such line being about 150 miles. *Held*, That this was no undue preference in favor of the bituminous coal traffic and subjected anthracite traffic to no unreasonable disadvantage, except as the anthracite charges might be excessive.
566. *Practicable regulation.*—A railroad company carrying coal as interstate traffic is the owner of the capital stock of a coal company, which under its charter holds lands, mines, buys and sells coal, and ships over the lines of said railroad company. *Held*, Where such conditions result in violations of the act to regulate commerce the only regulation practicable is the enforcement of the provision of the act requiring rates to be reasonable.
567. *Group rates.*—It is often impracticable to establish different rates on the same commodity from practically the same locality to the same market, and the owners of mines in the Lehigh anthracite region are subjected to no unreasonable disadvantage from the present grouping of mines based on more than actual distance when shipping east and less than actual distance when shipping west.
568. *Unreasonable rates.*—A railroad company had in force for a period of more than two years next before the act to regulate commerce took effect a scale of charges on anthracite coal considerably lower than its present rates, which are higher on coal than on iron ore, pig iron, and other low-grade freight, and also higher than the charges of said road on general freight, the expense of carrying which is much greater than the expense on coal. *Held*, That such higher rates on coal are unreasonable.
569. *Commission to determine rates.*—The act to regulate commerce declares every

unreasonable charge unlawful, requires the Commission to enforce its provisions and confers the power, and imposes on the Commission the duty of determining what are reasonable rates, as well as what are unreasonable.

570. *Reasonable rates.*—A railroad company by putting in force a rate of charges furnishes evidence that the rate is profitable, which is more convincing when such rate is long maintained; and where a carrier put in force and maintained for nearly two years, immediately after the act to regulate commerce took effect, a scale of charges largely in excess of that maintained for two years next before the act, and the lower rates were sufficient to meet all the obligations of the road, including income on investment. *Held*, The higher rate should be reduced.

The Boston Fruit and Produce Exchange v. The New York and New England Railroad Company, The New York, New Haven and Hartford Railroad Company, The Pennsylvania Railroad Company, The Central Railroad Company of New Jersey, and The Lehigh Valley Railroad Company. (4 I. C. C. Rep., 664.)

571. The words "common control, management, or arrangement," as found in the first section of the act to regulate commerce, defined and applied to the special facts of the case.
572. Section 7 of the act may properly be considered in construing the general jurisdictional clause of the first section.
573. Contracts and tariffs filed with the Commission under section 6 of the act may be considered, although not specifically introduced in evidence on the hearing.
574. The Boston Fruit and Produce Exchange is a mercantile society, such as is described in the thirteenth section of the act, and as such has the right to maintain a proceeding like the present without showing special damage to itself.
575. Elements that will be considered in fixing the rates for the transportation of perishable fruit under special circumstances discussed and applied to the facts found.
576. The gist of the present complaint is that the rate on peaches from the Delaware district to Boston is unreasonably high and oppressive, and the fact being so found a reduction is ordered.

Hamilton & Brown v. The Chattanooga, Rome and Columbus Railroad Company, The Louisville and Nashville Railroad Company, and The Nashville, Chattanooga and St. Louis Railway Company. (4 I. C. C. Rep., 686.)

577. The rates on freight from interstate points to Kramer, Ga., via the Chattanooga, Rome and Columbus Railroad are made by taking the through rate to recognized "basing points," and adding thereto that local rate which will give the lowest combination. This method of determining a rate criticized, and as applied to such traffic to Kramer operates as an unjust discrimination against that locality.
578. All the carriers participating in the traffic, the rates for which were questioned in this proceeding, were not made parties, and the case while showing that the through rates were discriminatory and unjust failed to disclose sufficient facts upon which an accurate decision could be based, and accordingly it was held that the carriers who were parties to the proceeding be required to adjust their respective tariffs so as to avoid discrimination against Kramer, and that the carriers who were not parties be summoned to appear and show cause why a like order be not issued as to the business in which they participate, unless their tariffs are voluntarily adjusted so as to avoid the discrimination complained of.

New Orleans Cotton Exchange v. Louisville, New Orleans and Texas Railway Company. (4 I. C. C. Rep., 694.)

579. *Posting schedules of rates and charges.*—Common carriers are required to post in their depots, stations, and offices schedules showing the rates and charges for transportation in force on the routes of such carriers, as well as on freight which is, as on that which is not, for export.
580. *Order of reparation.*—Where a carrier corrects the inequality of rates complained of and thus makes all the reparation asked in the complaint, or that the Commission could afford, no order is required, and none will be issued.

The Delaware State Grange of the Patrons of Husbandry v. the New York, Philadelphia and Norfolk Railroad Company; The Delaware Railroad Company; The Philadelphia, Wilmington and Baltimore Railroad Company; and the Pennsylvania Railroad Company. (4 I. C. C. Rep., 588.)

581. For a special service by a carrier, such as the transportation of perishable freight, requiring quick movement, prompt delivery at destination, special

fitting up of cars, their withdrawal from other service, and their return empty on fast time, all involving greater expense to the carrier, a higher rate than for the carriage of ordinary freight is warranted by the conditions of the service and is reasonable and just.

582. But the higher rate for a special service should bear a just relation to the value of the service to the traffic, and is not wholly in the discretion of the carrier. While a carrier should be fully compensated, the public interests require that the traffic should not be rendered valueless to the producer if the charges of the carrier have such an effect and can be reasonably reduced.
583. The requirement of the statute that all rates shall be reasonable and just involves a consideration of the commercial value of the traffic, and implies that rates should be so adjusted that producers of traffic as well as carriers may carry on their pursuits successfully, if practicable for both, and without injustice to the carrier. The public good requires what is plainly the spirit of the law, that the transportation interests are not alone to be considered, but that in the just exercise of regulation care should be taken that the lawful and necessary occupations of citizens are not unjustly burdened.
584. The complaint was that the defendants' charges for the transportation of specified perishable articles of truck farming from stations on their lines of railroad to Jersey City and Philadelphia were excessive and unreasonable, and that the charges were higher for the shorter distances from their stations on the peninsula in Delaware and Maryland than for the longer distance from Norfolk, Va. It was found that the charges on certain articles specified from stations on the peninsula were excessive and a reduction was ordered. The reduced rates are, however, in many cases still considerably above the rates on the same articles from Norfolk, and the showing not being sufficient to enable the Commission to determine satisfactorily how far the lower Norfolk rates were justified by the differences in the conditions and circumstances, that subject is left for future consideration.

John P. Squire & Co. v. The Michigan Central Railroad Company, The New York Central and Hudson River Railroad Company, The Boston and Albany Railroad Company. (4 I. C. C. Rep., 611.)

585. The provision of the third section of the act to regulate commerce, prohibiting carriers from making or giving any undue or unreasonable preference or advantage to any particular person, firm, company, corporation, or locality, or any particular description of traffic, in any respect whatsoever, not only applies to relative rates on one description of traffic shipped to or from competing localities, but also to relative rates on differently described articles which are competitive in the same markets; and when carriers have established rates on articles of competitive traffic which are relatively reasonable and fair, they can not arbitrarily select particular articles of such traffic and materially raise or lower rates so established thereon without violating that provision of the statute.
586. The relation of rates ought to rest upon fixed and stable conditions. The fluctuations of markets are so frequent, especially as to competitive articles, and oftentimes unexpected, that commercial considerations alone would not furnish a sufficiently stable and fixed rule for guidance in making a rate that should remain substantially permanent through all fluctuations. The Commission does not, by a fixing of rates, attempt to overcome advantages which one producer or dealer may have in his geographical location, and to produce equality between competitors in all markets. It would be a useless task, even if it had the power, to attempt to accomplish such a result. The proper relation of rates for transportation of strictly competitive articles over the same line should be determined by reference to respective costs of service ascertained with reasonable accuracy.
587. Violation by one carrier of principles laid down in this case as governing relative rates on competitive articles does not justify similar violations by its competitors.
588. The rates involved in this case are those on live hogs, live cattle, and the dressed products of each. These are found to be competitive commodities, and therefore entitled to relatively reasonable rates for transportation proportioned to each other according to the respective costs of service.

Jacob Shamberg v. The Delaware, Lackawanna and Western Railroad Company and The New York, Chicago and St. Louis Railroad Company. (4 I. C. C. Rep., 630.)

589. A firm of cattle dealers in the city of New York, who procured their cattle on a large scale from Chicago and other Western points for domestic con-

sumption as well as for export, make an arrangement with two interstate rail carriers, constituting a through line from Chicago to New York, that the said firm will, under the name of an express company of their own creation, furnish not less than 200 or more than 400 improved live-stock cars for the transportation of these cattle. For the rental of these improved stock cars the carriers pay this express company three-fourths of a cent per mile, whether loaded or empty. Extraordinary facilities and rights of way are given these cars to enable them to make a large mileage, and they make more than twice the mileage of ordinary stock cars. Besides this, the carriers pay 50 cents for the loading of each of said cars with cattle at the Union Stock Yards in Chicago, for which no charge is made against the express company or the firm represented by it. In addition to this the carriers pay this firm yardage at the rate of $3\frac{1}{2}$ cents per hundred pounds on all their cattle, and upon all other cattle hauled for other firms in the care of this firm owning the express company, to its yards at Pier 45, East River. This yardage charge is thus paid to the said firm by the said carriers for keeping their cattle in the firm's own yards after delivery of them to the firm, and then this yardage charge is deducted from the tariff rate charged by the carrier. The amount of these rebates to this firm in rates on these cattle by these carriers more than pays the entire cost of the improved stock cars within two years after operations are commenced with them, including the expenses of operation, leaving said firm owning the cars and still operating them with all these advantages and rates and facilities. *Held*: (1) This is an unlawful preference to the firm owning these improved stock cars and a violation of the act to regulate commerce. (2) It is an unlawful and unjust prejudice to other cattle firms and dealers in New York who are competitors in the business of said firm owning said improved stock cars.

The New York and Northern Railway Company v. The New York and New England Railroad Company, The Housatonic Railroad Company, and The New England Terminal Company. (4 I. C. C. Rep., 702.)

590. *Discrimination between connecting lines.*—The respondent, which is a carrier by a railroad running through the State of Connecticut to a point in New York, had had for sometime a through billing arrangement and an agreement upon through rates for traffic over its own line destined to New York City, with petitioner's road, which connected therewith at its New York terminus. This arrangement respondent broke up, and declined to enter into any new one in its place.

The reason for breaking up this arrangement was that respondent had entered into a new arrangement with another road connecting with it at a point in Connecticut, whereby a New York City line was formed over which it was intended to take the business which formerly passed over respondent's line to petitioner's. It was not complained that petitioner's road was insolvent or not responsible for its contracts, or that the arrangement as before existing was unfair or unequal as between the parties thereto.

Such action of the respondent is held to be in violation of the second paragraph of section 3 of the act to regulate commerce, which requires that "every common carrier subject to the provisions of this act shall, according to their respective powers, afford all reasonable, proper, and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding, and delivering of passengers and property to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges between such connecting lines; but this shall not be construed as requiring any such common carrier to give the use of its tracks or terminal facilities to another carrier engaged in like business."

591. *Interest in the competing line.*—One reason assigned for breaking up the arrangement with petitioner was that respondent was joint owner with the road making the new line of a terminal company for delivery of freight in New York. This interest is not an excuse under the statute for discrimination against petitioner's line, and this whether the interest in the terminal company was large or small. Petitioner did not require or ask the services of the terminal company, but only to be allowed to continue as competitor for the business affected by the discrimination, and to offer its services to the public as such. It is found in the case that the public interest was injuriously affected by the discrimination.

592. *Terminal delivery by an agent.*—It is of no importance to the question involved that after freight carried by petitioner's road reached High Bridge, in New York, its delivery from that point to the pier, which constituted the terminus of the carriage, was made by an agent or contractor employed for the purpose. Petitioner, being carrier for the whole distance, was entitled to the privileges given by the statute accordingly.

Frederick P. Beaver and William D. Chamberlin, doing business under the firm name of Beaver & Company, v. The Pittsburg, Cincinnati and St. Louis Railway Company, The Cincinnati, Hamilton and Dayton Railroad Company, The New York, Lake Erie and Western Railroad Company, The Cleveland, Cincinnati, Chicago and St. Louis Railway Company, The Dayton, Fort Wayne and Chicago Railway Company, The Lake Shore and Michigan Southern Railway Company, The New York Central and Hudson River Railroad Company, The Pennsylvania Railroad Company, The Baltimore and Ohio Railroad Company, The Wabash Railroad Company, The Chicago, St. Paul and Kansas City Railway Company, The Atchison, Topeka and Santa Fé Railroad Company, The Missouri Pacific Railway Company, The Chicago, Burlington and Quincy Railroad Company, The Hannibal and St. Joseph Railroad Company, The Union Pacific Railway Company, and The Chicago and Northwestern Railway Company. (4 I. C. C. Rep., 733.)

593. Where two kinds of soap are made use of for the same purposes, and are advertised and held out to the world as suited for like purposes, and are substantially equal in value, they should both for purposes of transportation and rating be placed in the same classification.

594. The soaps known as the Ivory Soap and the Grand Pa's Wonder Soap fall within this rule. Both are represented as suitable for laundry and also for toilet purposes, and both are used for those purposes. It would therefore be unjust discrimination to place one of them in a classification as toilet soap and the other in a much lower classification as laundry soap.

The James & Mayer Buggy Company v. The Cincinnati, New Orleans and Texas Pacific Railway Company, The Western and Atlantic Railroad Company, and The Georgia Railroad Company. (4 I. C. C. Rep., 744.)

595. *Same rate for longer and shorter distances.*—Ordinarily longer distances warrant higher charges, but carriers may lawfully accept the same aggregate, though less profitable, rates for longer distances, provided such carriers do not "subject any particular person, company, firm, corporation, or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage."

596. *Greater charge for shorter distances.*—The circumstances and conditions which make a greater charge for a shorter distance lawful relate to the nature and character of the transportation service rendered by the carrier over the same line to the longer and shorter distance points.

597. *Same.*—Water competition to justify the greater charge for the shorter distance must be competition in transportation to the longer-distance point and as to freight which, if not carried over the line on which it is located, would reach such destination by water transportation.

598. *Same.*—Goods shipped from Cincinnati, Ohio, to points in the State of Georgia are interstate traffic, and all the roads forming a part of the line over which such goods are carried to their destination are engaged in interstate commerce and are subject to the act to regulate commerce. Where two or more roads forming a continuous connecting line between points in different States bill and carry interstate traffic through to certain stations on the last road forming such line, neither the roads together nor any one of them can evade the obligations of the fourth section of said act by declaring that as to such traffic destined to such stations on such terminal road it is a local carrier.

The Boston Fruit and Produce Exchange v. The New York and New England Railroad Company, The New York, New Haven and Hartford Railroad Company, The Pennsylvania Railroad Company, The Central Railroad Company of New Jersey, and the Lehigh Valley Railroad Company. (5 I. C. C. Rep., 1.)

599. At the hearing of this case upon its merits the Commission prescribed the freight rate upon peaches in carload lots from New Jersey and the Delaware Peninsula to Boston, Mass. One of the defendants filed a motion for rehearing, based upon the claim that some of the other defendants construed the decision of the Commission as justifying them in insisting that the freight charge prescribed should be divided among the carriers on a mileage basis merely: *Held*, That the former decision of the Commission could not be fairly construed as justifying the claim that the single freight charge between the interstate points should be divided on a mileage basis merely; that many of the considerations which induced the fixing of an increased rate for the special service were peculiar to the Pennsylvania Railroad Company and in which the other carriers east of the Harlem River did not participate; that, under the pleadings and evidence in this case, the Commission could only prescribe a single rate for the service as an entirety, to be reasonably and fairly divided among the several carriers by themselves; that the motion for a rehearing be overruled.

Daniel Buchanan v. The Northern Pacific Railroad Company. (5 I. C. C. Rep., 7.)

600. The rates on wheat and barley, of 50 and 56 cents per hundredweight, respectively, charged by defendant from Ritzville, Wash., to St. Paul, Minn., a distance of 1,576 miles, in view of the circumstances and conditions surrounding the traffic, held not to be unreasonable.

The Railroad Commission of Florida v. The Savannah, Florida and Western Railway Company, The Charleston and Savannah Railway Company, The North Eastern Railroad Company of South Carolina, The Wilmington, Columbia and Augusta Railroad Company, The Wilmington and Weldon Railroad Company, the Seaboard and Roanoke Railroad Company, The Petersburg Railroad Company, The Richmond and Petersburg Railroad Company, The Richmond, Fredericksburg and Potomac Railroad Company, The Alexandria and Fredericksburg Railway Company, The Alexandria and Washington Railway Company, The Baltimore and Potomac Railroad Company, The Philadelphia, Wilmington and Baltimore Railroad Company, The Pennsylvania Railroad Company, The Florida Central and Peninsular Railroad Company, The Baltimore Steam Packet Company, The New York and Texas Steamship Company, The Clyde Steamship Company, and The Ocean Steamship Company of Savannah. (5 I. C. C. Rep., 13.)

601. The act to regulate commerce makes it the duty of this Commission "to investigate any complaint forwarded by the railroad commissioner or railroad commission of any State or Territory at the request of such commissioner or commission." The complaint in this case was brought by and in the name of the railroad commission of Florida, but the real parties in interests are large classes of growers, buyers, and shippers in the State of Florida. Since the complaint was filed the nominal complainant has ceased to exist. *Held*, That the repeal of the law creating the railroad commission of Florida could not operate as a withdrawal or dismissal of the complaint, that commission having been only an instrument for the transmission of the complaint to this Commission, and having fully performed that function before an end was put to its existence. To abate or dismiss the proceeding on that ground would be to sacrifice substance to form in contravention of the spirit and letter of the act to regulate commerce and of the rules of courts of law in analogous cases. *Held further*, That under the provision of the act to regulate commerce authorizing this Commission to "institute any inquiry on its own motion in the same manner and to the same effect as though complaint had been made," neither complaint nor complainant is necessary to confer jurisdiction.
602. The defendants, The Clyde Steamship Company, The New York and Texas Steamship Company, and The Florida Central and Peninsular Railroad Company, are common carriers engaged in interstate commerce by arrangement as alleged in the complaint, and as such are subject to the jurisdiction of this Commission in respect thereto.
603. It does not appear that defendants willfully omitted or failed to notify the Commission and the public of the advance in rates complained of, or that anyone has sustained damage or injury by reason of such failure or omission, and therefore there is no case made out for an application by the Commission to a district attorney of the United States for the institution of a prosecution, and no ground for a recommendation of reparation for such injury.
604. While a complainant has no interest in the division the defendants make between themselves, and it does not determine what the charge to the public must be, yet the division is not without significance in determining what are reasonable rates for the whole distance on the lines in question.
605. Carriers making an advance in rates should be able to present a satisfactory justification of such advance, particularly when the old rates have been of many years' standing and the advance is great and the traffic affected is of large and constantly increasing volume and of vital importance to a large section of country.
606. Upon consideration of all the facts and circumstances in this case—*Held*, That the advance of 10 cents per box in rates on oranges from Florida points to New York and other northeastern markets, made by defendants on November 23, 1890, was without justification, and so far as it exceeded 5 cents per box was unreasonable and contrary to law; that defendants be notified and required to make reparation for injuries occasioned by such unreasonable and unlawful rates to the several persons entitled thereto, and, as such persons are not parties to this proceeding and the amounts wrongfully received from them, respectively, can not be ascertained from the evidence already taken, that this proceeding be continued for such further action or inquiry in that behalf as may become necessary.

Lehmann, Higginson & Co. v. The Texas and Pacific Railway Company, The Missouri, Kansas and Texas Railway Company, and George A. Eddy and H. C. Cross, receivers of said Missouri, Kansas and Texas Railway Company. (5 I. C. C. Rep., 44.)

607. A schedule of rates designated a "joint freight tariff" announcing a rate from New Orleans to Kansas City of 30 cents per hundred pounds of sugar was duly published and filed with the Commission by the New Orleans Traffic Association on behalf of the roads composing said association "and connections." The Texas and Pacific Railway Company, a member of said association, in its own behalf, issued and filed a supplemental sheet announcing said rate of 30 cents effective. The several companies composing said traffic association operate roads extending to and leading out of New Orleans, but none of them extending to Kansas City: *Held*, That a joint tariff of rates or charges must show on its face what carriers unite in establishing such joint tariff, and that the publication and filing of said schedule and supplemental rate sheet did not establish, as provided by section 6 of the act to regulate commerce, a joint tariff of rates and charges on a continuous line from New Orleans to Kansas City over the roads of said association, or of any one of them, in connection with any other road or roads. *Held further*, That where freight passes over a continuous line or route operated by more than one company on which no joint tariff of rates or charges has been established, the tariff of rates or charges is the sum of the established local rates or charges of the several companies operating such continuous line.
608. Several railway companies forming a continuous through line carried certain traffic to the terminal point at a 30-cent rate and for the same rate to an intermediate point, and to a point on a branch line more distant than said intermediate but less distant than said terminal point they maintained a rate of 42 cents on the like traffic: *Held*, That the roads might lawfully maintain the same rate at the intermediate and terminal points, and that some higher rate might be maintained to the branch-line point off the direct through line without unjust discrimination. *Held further*, That as to the branch-line point the complainant was entitled to a refund of the amount paid in excess of a reasonable rate.

The Hezel Milling Company v. The St. Louis, Alton and Terre Haute Railroad Company and the Illinois Central Railroad Company. (5 I. C. C. Rep., 57.)

609. For the carrier to pay the larger expense of the transportation of a remote shipper's merchandise to the station, and not to pay the less expense of such transportation of the nearer shipper's merchandise, would be the equivalent of a rebate to the former, the railroad service proper being the same to each and at the same rate; nor would it be treating all patrons with statutable equality to bear a part of the cartage expense for one shipper and not bear a part of it for another.
610. Rates for the transportation of flour originating at St. Louis or East St. Louis and shipped over defendants' lines are the same, and such flour is forwarded by the first-named defendant from its receiving station in East St. Louis. Shippers in St. Louis deliver flour to rail or wagon transfer companies at their stations in St. Louis and defendants bear the cost of transfer to said receiving station, the average being about 6 cents per barrel, or St. Louis shippers sometimes deliver to the wagon transfer company at their mill doors and then bear half of the cartage expense by wagon, the defendants the other half. Petitioner, who is a manufacturer and shipper of flour over defendants' lines in competition with St. Louis millers, teams flour from its mill, about one-half a mile, to said receiving station at East St. Louis, at a cost of 6 cents a barrel, or loads it on cars furnished by the defendants on a side track contiguous to said mill, at a cost of about 3 cents a barrel, being required to so load such cars that the lot for the nearest station is placed in the forward part of the trains and lots for other stations are arranged consecutively, according to distance, and also being required to clean and repair such cars before using. *Held*, That on flour destined to points outside the State which the initial carrier requests petitioner to haul to its station, or which petitioner is compelled to haul there by reason of proper cars not being furnished on said side track for loading, petitioner is entitled to a reduction of 6 cents a barrel from rates in force as long as defendants bear the amount of the cost of cartage for other shippers. *Held further*, That defendants' rule requiring petitioner to clean and repair cars furnished on said side tracks is unreasonable, but the requirement that petitioner shall load such cars according to stations is, in view of counter advantages, not unreasonable, and rates on

flour loaded by petitioner in properly cleaned and repaired cars so furnished are, upon the facts, properly the same as rates in force on shipments of flour originating in St. Louis.

611. With reference to the transportation of flour, defendants seem to treat St. Louis and East St. Louis as a single business community; therefore, they can not complain if this case is determined upon that theory. Taking petitioner's flour in cars from its mill is presumably equal in value to its expense of hauling by team; therefore, petitioner can not complain that the carriers bear a portion of the cartage expense of the St. Louis millers equal to the benefit it receives from being able to deliver on the side track at its mill. Questions arising under a practice of partial or absolute free cartage, or growing out of the existence of side tracks to shippers' doors, must depend largely for solution on the particular circumstance of each case.

In the matter of the Carriage of Persons Free or at Reduced Rates, by the Boston and Maine Railroad Company. (5 I. C. C. Rep., 69.)

612. The defendant issued passes entitling the holders to free transportation over the lines of its system, extending into the States of Maine, New Hampshire, Vermont, and Massachusetts; there were several classes of the persons who received the passes, among them gentlemen long eminent in the public service, higher officers of the States, prominent officials of the United States, members of the legislative railroad committees of the above-named States, and persons whose good will was claimed to be important to the defendant: *Held*, That the giving of free transportation to such persons was a violation of the act to regulate commerce.
613. The defendant also issued such passes to other classes of persons, among them the sick, necessitous and indigent, proprietors of hotels, members of the families of employees, agents of ice companies, milk contractors, State railroad commissioners, trustees of railroad mortgages, and newspaper publishers for advertising: *Held*, as to these latter classes of persons that as the investigation as to them had not been finished, the case should be held for further consideration and order.
614. When an investigation by the Commission to inquire into the business management of a common carrier has been fully concluded as to some matters, and not concluded as to others, an order may be made *pendente lite*, as to the former, and the cause retained for further consideration and order as to the latter.
615. Upon the facts found in this case, *Held*, That the second section of the act prohibits the giving of free transportation to the persons embraced within the classes first above named; that a carrier is bound to charge equally to all persons regardless of their relative individual standing in the community; that the words, "under substantially similar circumstances and conditions," relate to the nature and character of the service rendered by the carrier, and not to the official, social, or business position of the passenger; that section 22 of the act is exceptive in character and only applies to the persons and subjects expressly specified therein.

William H. Macloon v. The Chicago and North-Western Railway Company. (5 I. C. C. Rep., 84.)

616. The provisions of the eighth, ninth, thirteenth, fourteenth, fifteenth, and sixteenth sections of the act to regulate commerce construed in the light of recent decisions in Federal courts. *Held*, That a procedure for the enforcement of lawful orders of the Commission founded upon controversies requiring trial by jury having been provided by the amendment of March 2, 1889, of the sixteenth section of the act to regulate commerce, it is the duty of the Commission to pass upon the question of reparation for past damages whenever a claim is made therefor.
617. Defendant's railroad connects at Janesville, Wis., with the Chicago, Milwaukee and St. Paul Railway. Complainant is a merchant doing business at that point and having coal yards on the line of the latter road, but receiving shipments from points on the line of the defendant road, and his financial responsibility is not questioned in this proceeding. Carriers operating in that section of the country are members of a car-service association, which has established a rule requiring the payment of demurrage charges when cars are retained by shippers more than forty-eight hours after receiving notice that such cars are in position to unload, and the rule is set forth by the carriers in their bills of lading. Upon all the facts in this case, *Held*, That the action of defendant in refusing, after payment of freight and offer of customary switching charges, to switch two car loads of coal to the connecting line for delivery at the coal yard of the complainant on such line unless he promised in advance to pay any demurrage charges that might be

made, regardless of whether they were just or legally enforceable, was unreasonable, notwithstanding complainant had previously refused to pay demurrage charges on other cars switched to his siding, which he had failed to fully unload within the time prescribed by the rule, and defendant by retaining the coal in its possession and demanding such promise from complainant as a condition precedent to the performance of its duty as a carrier subjected the complainant to unlawful prejudice and disadvantage. *Held further*, That complainant is entitled to reparation for injuries sustained in consequence of such refusal and neglect of defendant, but, the proof as to the extent of his damages being insufficient, that the case be held open for the present without order, and that upon notice of adjustment by the parties of the question of reparation the petition be dismissed.

Charles P. Perry v. The Florida Central and Peninsular Railroad Company, The Savannah, Florida and Western Railway Company, The Charleston and Savannah Railway Company, The Northeastern Railroad Company of South Carolina, The Wilmington, Columbia and Augusta Railroad Company, The Wilmington and Weldon Railroad Company, The Seaboard and Roanoke Railroad Company, The Petersburg Railroad Company, The Richmond and Petersburg Railroad Company, The Richmond, Fredericksburg and Potomac Railroad Company, The Alexandria and Fredericksburg Railway Company, The Alexandria and Washington Railway Company, The Baltimore and Potomac Railroad Company, The Philadelphia, Wilmington and Baltimore Railroad Company, The Pennsylvania Railroad Company, comprising the Atlantic Coast Dispatch Line. (5 I. C. C. Rep., 97.)

618. The act to regulate commerce expressly requires that transportation charges shall be reasonable, and empowers the Commission to enforce its provisions. Wherever the power of enforcing reasonable rates exists there must also exist the power to ascertain what is reasonable. The Commission is not restricted to finding that an existing rate is unreasonable and forbidding its continuance, but has the further authority to ascertain, order, and enforce a rate that is reasonable. The power to determine and declare what is a maximum reasonable rate also results from those provisions of the act which require the Commission to determine what reparation, if any, should be made by carriers to parties injured by their violations of law, and in cases of unreasonable rates the measure of reparation due to such a party is the difference between the rate actually charged and the reasonable rate which should have been charged.
619. Divisions of a joint rate among the carriers are sometimes inquired into for the purpose of ascertaining, from the divisions, whether a rate unreasonable in itself may not be traced to the inequality of such divisions.
620. The possible influence of water competition upon rates for the transportation of oranges and the nonexistence of such competition in the carriage of berries, because the latter can not be carried by water in any considerable quantities, does not authorize defendants to take advantage of the situation and charge unreasonable rates on berries.
621. Rates on interstate shipments from points on the initial carrier's line were shown to be greater for the shorter distance from Lawtey than for the longer distance over the same line in the same direction from Gainesville, and defendants were ordered to bring their rates from Lawtey and other points in that territory in conformity with the provisions of the fourth section of the act to regulate commerce. The fact that the initial carrier's line joins its connecting line at both Callahan and Gainesville and that traffic from Lawtey, an intermediate station, may be routed through Gainesville, the longer-distance point, does not authorize defendants to charge the higher rate from Lawtey when the traffic from that point and from Gainesville is in fact routed through Callahan.
622. Carriers should not treat shipments of traffic intended to be continuous between interstate points as consisting of two kinds of service independent of each other, the one to or from a so-called basing or competitive point on a through rate, and the other between the basing or competitive point and a so-called local or intermediate point on a local rate. *Re Tariffs and Classifications of Atlantic and West Point R. Co. et al.*, 2 Inters. Com. Rep., 461; 3 I. C. C. Rep., 46; and *Hamilton and Brown v. Chat.*, Rome and Col. R. Co. *et al.*, 3 Inters. Com. Rep., 482; 4 I. C. C. Rep., 686, cited and affirmed.
623. Circumstances and conditions which affect the question of reasonable rates on strawberries from points in Florida to New York City, including such characteristics of the traffic and its transportation as volume, weight, bulk, value, perishability, risk, expense of handling and quick carriage in perishable freight trains, and return of empty cars, stated and compared with

those surrounding the transportation of oranges and other traffic carried by defendant in the same trains. Upon the facts appearing in this case, *Held*, That defendants' rates for services rendered in receiving, forwarding by their perishable freight trains, and delivering strawberries from Florida points to New York City should not exceed \$3.33 per hundred pounds or \$1.66½ per crate of 50 pounds from Callahan, Fla., to New York, and from Lawtey, Hammock Ridge, and other stations more distant from New York than Callahan, the total through rates should not be unreasonably in excess of the charge from Callahan, and should be filed with the Commission and published according to law.

624. Where claim for reparation is made in a complaint of unreasonable rates the burden of proof is on complainant to show the facts connected with the claim, and when these facts have not been sufficiently brought out to enable the Commission to justly determine what reparation is due to the complainant in such cases it will decline to award reparation.

625. If defendants' rates on strawberries had been so excessive and unjust as to have rendered complainant's crop valueless to pick and market, it would not entitle him to reparation for loss thereby sustained, because such damages would be too speculative, uncertain, and remote.

J. M. Rising, J. L. Brownlee, D. Q. Cole, and others, v. The Savannah, Florida and Western Railway Company, The Charleston and Savannah Railway Company, The Northeastern Railroad Company of South Carolina, The Wilmington, Columbia and Augusta Railroad Company, The Wilmington and Weldon Railroad Company, the Seaboard and Roanoke Railroad Company, The Petersburg Railroad Company, The Richmond and Petersburg Railroad Company, The Richmond, Fredericksburg and Potomac Railroad Company, The Alexandria and Fredericksburg Railway Company, The Alexandria and Washington Railway Company, The Baltimore and Potomac Railroad Company, The Philadelphia, Wilmington and Baltimore Railroad Company, and The Pennsylvania Railroad Company. (5 I. C. C. Rep., 120.)

This case was decided in accordance with the principles laid down in the foregoing case of *Perry*.

Murphy, Wasey & Co. v. The Wabash Railroad Company, The Chicago, Burlington and Quincy Railroad Company, The Detroit, Grand Haven and Milwaukee Railroad Company, The Chicago and Grand Trunk Railroad Company, The Chicago, Milwaukee and St. Paul Railway Company, The Chicago, Burlington and Kansas City Railway Company, and The Chicago, Rock Island and Pacific Railway Company. (5 I. C. C. Rep., 122.)

626. The power and duty of the Commission to fix maximum rates in cases of complaints against rates as unjust, excessive, and unreasonable, reaffirmed.

627. A carrier should receive a greater compensation in the aggregate for hauling a carload of large tonnage than one of less tonnage, but, other things being equal, as a general rule, the rate per 100 pounds should be less in the former than in the latter case.

628. A rate prescribed for complainants' shipments in mixed carloads of chair stuff, spring-bed and mattress material (all wooden), minimum weight 25,000 pounds, of not exceeding 20 cents per 100 pounds from Chicago to Omaha and not exceeding 15 cents per 100 pounds from Mississippi River points to Omaha, resulting in a through rate from Detroit to Omaha via Chicago of 30 cents per 100 pounds and via Mississippi River points not through Chicago of 31½ cents per 100 pounds.

The Railroad Commission of Florida v. The Savannah, Florida and Western Railway Company et al. (5 I. C. C. Rep., 136.)

629. A decision adverse to the defendants having been rendered in this proceeding, and an application for rehearing having been filed, said application was, after due hearing, denied.

William H. Harvey v. The Louisville and Nashville Railroad Company. (5 I. C. C. Rep., 153.)

630. The action of the defendant in granting to members of the city council of New Orleans and the clerk of that body, on account of their official positions, free transportation as passengers over all or some portion of its interstate lines, violates the act to regulate commerce and is unlawful. Case of *Boston and Maine Railroad Company* approved and followed.

The Lincoln Creamery v. The Union Pacific Railway Company. (5 I. C. C. Rep., 156.)

631. On complaint of an unreasonable rate on butter in less than carloads from Lincoln, Kans., to Denver, Colo., it appears that defendant's line between

those points runs through a sparsely populated country, furnishing comparatively little business to the carrier, and also that the rate is common to numerous towns of importance at an equal or greater distance from Denver, and is maintained by all the roads extending into that territory. *Held*, That the charge complained of is not shown to be unreasonable, nor does the evidence furnish sufficient reason for interfering with a rate established by a number of roads and common to many communities.

632. Comparison with rates in other localities where dissimilar conditions and modifying circumstances are found is not sufficient to establish the unreasonableness of the charges complained of. Where no discrimination is alleged as between points of production tributary to the same market, or on account of disproportionate rates on different kinds of traffic similar in character and volume, it must affirmatively appear that the charges assailed are unreasonable and ought to be reduced.

The Delaware State Grange of the Patrons of Husbandry v. The New York, Philadelphia and Norfolk Railroad Company et al. (5 I. C. C. Rep., 161.)

633. A decision adverse to the defendants having been rendered in this proceeding, and an application for rehearing having been filed, said application was, after due hearing, denied.

The Toledo Produce Exchange, The Cleveland Board of Trade v. The Lake Shore and Michigan Southern Railway Company, The Michigan Central Railroad Company, The New York Central and Hudson River Railroad Company, and The Boston and Albany Railroad Company. (5 I. C. C. Rep., 166.)

Edward Kemble v. The Lake Shore and Michigan Southern Railway Company, The New York Central and Hudson River Railroad Company, and The Boston and Albany Railroad Company.

634. The Commission is a special tribunal whose duties, though largely administrative, are sometimes semijudicial, but it is not a court empowered to render judgments and enter decrees. The rule of estoppel by record, which is at all times technical in character and applies to the record of courts and proceedings before Federal officials whose acts are final, is not applicable to the complaint of Kemble, who had appeared before the Commission in a representative capacity as member of a committee of a complaining mercantile society in proceedings heretofore dismissed which involved questions similar to those presented in the case now under consideration and brought by him as an individual.

635. Defendants offered to waive objection to depositions taken without notice on behalf of complainant, The Toledo Produce Exchange, if all the evidence taken in certain proceedings which involved questions similar to those herein should be treated and considered as evidence in this case, and the offer was accepted, but complainant's agent afterwards sought to rescind the agreement, although complainant had leave to put in whatever additional evidence it desired. *Held*, That the case should be considered according to the original agreement.

636. On complaints of unreasonable and discriminating rates from Chicago and other Western points to Boston, produced by the addition to rates from the same points to New York of a so-called arbitrary or differential of 10 cents on first-class articles, 6 cents on goods of the second class, and 5 cents on other classes of freight, and which also involved the propriety of combination rates through intermediate points, the divisions of through rates between the carriers, and the relation of lighterage charges in New York Harbor to the rates in question. *Held*, That the question involved herein is the through rate as affected by the arbitrary differential, and divisions of the through rate accruing to the different roads need not be considered, nor are possible rate combinations properly comparable with the through rate, except for limited purposes. That it can make no difference to the shipper or the public how carriers adjust between themselves the expense of lighterage paid out of the through rate to New York. That the arbitrary differentials now charged are unlawful and should hereafter be made by adding a percentage to the New York rate on shipments included in the six classes of freight from Chicago and points east thereof and west of Buffalo to Boston and other New England points, and that the defendants and other carriers interested be allowed twenty days to show cause by answer why order should not issue commanding them to desist from charging said arbitrary differentials and requiring said rates to Boston and New England points to be made by adding to the New York rate an increase of 10 per cent thereof, and if no such answers be filed that such order be issued forthwith.

George Rice v. The Cincinnati, Washington and Baltimore Railroad Company, The Cincinnati, Indianapolis, St. Louis and Chicago Railway Company, The Chicago, Rock Island and Pacific Railway Company, The Union Pacific Railway Company, The Central Pacific Railroad Company. (5 I. C. C. Rep., 193.)

George Rice v. The Cincinnati, Washington and Baltimore Railroad Company, The Ohio and Mississippi Railway Company, The St. Louis and San Francisco Railway Company, The Atchison, Topeka and Santa Fe Railroad Company, The Atlantic and Pacific Railroad Company, The Southern Pacific Company.

George Rice v. The Louisville and Nashville Railroad Company.

637. The Commission possesses no authority to compel carriers subject to its jurisdiction to provide any particular kind of cars or other special equipment, but, in the absence of adequate equipment freely afforded to all patrons alike, carriers should so adjust rates between those who can and those who can not furnish their own conveyance that in the relative charges to each there shall be no discrimination against the dependent shipper.

638. Disadvantage to the shipper of one product can hardly be predicated upon charges for transporting another product differing essentially in character from the former and widely dissimilar in the demands which it supplies. In such cases the rates themselves are insufficient to convict the carrier of unlawful discrimination; but the amount actually charged on one commodity may be of great importance in determining whether the charge on another commodity is reasonable or otherwise, especially when both have numerous points of resemblance in respect to the cost and hazard of transportation.

639. An allegation of unjust discrimination resulting from shipments of oil in tank cars owned by the shipper and low return rates on cotton-seed oil and turpentine in the same tanks, in connection with mileage paid for use of tank cars, can not be sustained without evidence showing mutuality of interest between the two classes of shippers or the payment of excessive car mileage.

640. Rulings based upon special facts and local conditions are not to be regarded as formulated precepts for general observance. A regulation which promotes fairness and relative equality where the carriage of oil is confined to tank and barrel shipments might be an unjust and oppressive requirement where four-fifths of the transportation is affected by another mode. The question in these cases of free carriage of barrels in petroleum shipments is not now decided.

641. In assuming for transportation purpose that a barrel of refined petroleum oil weighs 400 pounds and that a gallon of that commodity weighs 6.3 pounds when shipped in tanks, defendants use constructive or hypothetical weights so much out of proportion to actual weights that positive and measurable preference is constantly granted to the shipper by the tank method; and so far as that practice enables the tank shipper to secure the carriage of more pounds of freight for the same money than the shipper in barrels it subjects the latter to unlawful prejudice. When actual weights can not be ascertained without needless inconvenience, there is no serious objection to the use of estimated or constructive weights, provided the method of estimation works no inequality in its practical application to competing modes of conveyance.

642. The practice of allowing the tank shipper an arbitrary deduction of 42 gallons per tank car is wholly indefensible. Losses from leakage and evaporation are not less proportionally when the shipment is made in barrels, and no circumstance is discovered or reason advanced which justifies a concession of that nature to the shipper who furnishes his own conveyance, when no corresponding allowance is made to a rival shipper using the means of transportation provided by the carrier.

643. Charges of the Louisville and Nashville Railroad for the transportation of petroleum to several points on its lines are not only apparently unreasonable in themselves, but the existing disparity in rates to neighboring localities creates presumption of extortion in exacting the higher charges; moreover, as between tank and barrel shipments of petroleum, this adjustment of rates operates to the general advantage of the former mode of conveyance. Water competition to various points on its lines may furnish justification for rates to intermediate inland points somewhat higher than the railroad must accept to participate in business to the more remote locality favored with water carriage, but when charges for the shorter distance on these lines are three times those for the longer, the disparity is absurd and inexcusable. The lower figure must be unremunerative or the higher must be extortionate. This defendant ordered to revise and correct its charges on petroleum to

many interior and local points on its lines, and make such reductions and modifications therein as will remove the gross disproportions and inequalities now found to exist.

644. The case against the Louisville and Nashville Railroad Company is retained for further evidence and argument on the question whether water competition at various points justifies a departure from the general requirement of the fourth section, and for such further investigation of its charges to intermediate and noncompetitive points, and direction in relation thereto, as may appear to be required. The cases against the other defendants are reopened for further evidence and argument in regard to the reasonableness of rates on petroleum products to the Pacific Coast from points east of the ninety-seventh meridian. All the cases are held open for additional evidence and argument on the question of the free carriage of barrels in the transportation of petroleum oil; also for such further direction to the carriers as may appear necessary in regard to the extent that weights now assumed should be made relatively more favorable to the shipper in barrels. Amendment of pleadings allowed upon the application of any party and on such notice as the Commission may direct.

E. M. Raworth v. The Northern Pacific Railroad Company, The Oregon Railway and Navigation Company, The St. Paul, Minneapolis and Manitoba Railway Company, The Union Pacific Railway Company and The Southern Pacific Company. (5 I. C. C. Rep., 234.)

645. Carriers alleging justification of a departure from the "long and short haul" rule of the statute must in their answer to complaints clearly advise complainants of the facts and circumstances relied on as constituting such justification.
646. There is competition by rail over the Canadian Pacific Railway or by water around Cape Horn that justifies a departure from the "long and short haul" rule of the statute in the transportation of refined sugar from San Francisco to Fargo and through Fargo to St. Paul.
647. The "long and short haul" rule of the statute was intended to maintain and promote, and not to destroy or neutralize, natural commercial advantages resulting from location, and competition at St. Paul with sugar from the East refined in New York, although necessitating the prevailing low rates to St. Paul on sugar from the West refined at San Francisco, does not justify the greater charge on the latter to Fargo than to St. Paul.
648. Section 2 of the "act to regulate commerce," forbidding unjust discrimination, applies even in cases where a departure from the "long and short haul" rule of the statute is shown to be authorized, and the right, if established, of making the greater charge for the shorter haul, does not justify a disparity in rates so great as to result in unjust discrimination.
649. The facts, that the rates to the longer-distance point can not be raised without a loss of the traffic involved, and that the rates to both the long-distance point and the short-distance point are not unreasonable in themselves, do not justify a disparity in such rates resulting in unjust discrimination as against the shorter-distance point.
650. The Northern Pacific Railroad Company is not exempt under its charter from the authority to regulate rates conferred on the Commission by the act to regulate commerce.

The Anthony Salt Company v. The Missouri Pacific Railway Company. (5 I. C. C. Rep., 265.)

The Anthony Salt Company v. The St. Louis and San Francisco Railway Company.

Samuel Matthews v. The Union Pacific Railway Company, The Missouri Pacific Railway Company.

Samuel Matthews v. The Atchison, Topeka and Santa Fé Railroad Company, The Chicago, Santa Fé and California Railway Company, The Gulf, Colorado and Santa Fé Railway Company.

Edward E. Barton v. The Chicago, Rock Island and Pacific Railway Company.

651. The continued reduction of relative rates when brought about by the removal of artificial and unnatural differences is not undesirable, but where the difference results from dissimilar circumstances and conditions, and the true difficulty appears to be a real and natural advantage which the one region has and enjoys over the other, such continuing disturbances of rates ought not to be inaugurated, especially when the charges are commodity rates not shown to be unreasonable in themselves.
652. Salt requires and gets a commodity rate lower than class rates, and the roads should only be limited as to such lower rating by the rule that a commodity

shall not be carried at such unremunerative rates as will impose burdens upon other articles transported to recoup loss incurred in carrying that commodity.

653. On complaints of relatively unreasonable and discriminating rates on salt from Kansas fields to various points as compared with rates to the same points from the salt fields of Michigan. *Held*, That any advantages which inure to Michigan salt manufacturers from rates to points in Iowa, Illinois, Missouri, and Nebraska are advantages arising from natural situation, and that the low rate to Missouri River points is influenced by conditions which are beyond the defendant's control, and existed before Kansas salt was discovered. *Held further*, That rates on salt to points south and southwest of Hutchinson, Kans., and St. Louis, Mo., do constitute undue preference in favor of Michigan as against Kansas salt, and that they should be readjusted by the Santa Fé company so that, while observing the law as to the long and short haul, the advantages of distance belonging to Kansas salt fields shall be given to them in any territory supplied by its lines which lies as near or nearer to Hutchinson than St. Louis.

The Eau Claire Board of Trade v. The Chicago, Milwaukee and St. Paul Railway Company, Chicago and Alton Railroad Company, Atchison, Topeka and Santa Fe Railroad Company, Chicago, Rock Island and Pacific Railway Company, Chicago, Burlington and Quincy Railroad Company, Chicago and Northwestern Railway Company, Chicago, St. Paul and Kansas City Railway Company, Missouri Pacific Railway Company, Great Northern Railway Company, Wabash Railroad Company, Chicago, St. Paul, Minneapolis and Omaha Railway Company, defendants, and The Musser Lumber Company and others, intervenors. (5 I. C. C. Rep., 265.)

654. The doctrine that transportation charges should be proportioned to the distances between different points, where those distances are greatly dissimilar, has never been advocated by the railroads or recommended by the Commission. While distance is an ever-present element in the problem of rates, and not unfrequently a controlling consideration, the general practice of rate making is opposed to the principle of exact proportion, and there is no opportunity for its application under present conditions. Where all the distances brought into comparison are considerable, and the differences between them relatively small, there should be substantial similarity in the respective rates, unless other modifying circumstances justify disparity.
655. That rates should be fixed in inverse proportion to the natural advantages of competing towns with the view of equalizing "commercial conditions," as they are sometimes described, is a proposition unsupported by law, and quite at variance with every consideration of justice. Each community is entitled to the benefits arising from its location and natural conditions, and the exaction of charges, unreasonable in themselves or relatively unjust, by which those benefits are neutralized or impaired, contravenes alike the provisions and the policy of the statute.
656. On complaint of a relatively unreasonable rate on lumber from Eau Claire to various points on the Missouri River as compared with rates to the same points from La Crosse, Winona, and various other lumber-shipping points: *Held*, That the case must mainly be determined by comparing the rate in question with the rates from neighboring towns, similar in size, situation, and volume of competing traffic, and at approximately the same distance from common markets; that the rate complained of subjects Eau Claire to undue prejudice and disadvantage, and is unlawful; and that such rate should not exceed the rate from La Crosse and Winona by more than 2 cents per hundred pounds when, as at the time complaint was filed, the rates from those points is not over 11 cents per hundred, nor more than 2½ cents per hundred pounds above the present rate of 16 cents per hundred from La Crosse and Winona.
657. A railroad can not be said to discriminate against a town which it does not reach and in whose carrying trade it does not participate; therefore, no case is made out against the carriers which were made parties at the request of the original defendant, because none of them have lines extending to Eau Claire. Preference, prejudice, and other like terms imply comparison, and the basis of comparison is wanting unless the rates compared are made by the same carrier. But these parties having defended and endeavored to justify the differential found excessive, while not technically subject to an order for its correction, have no more right to render it ineffectual than to openly disregard a direction clearly within the scope of the Commission's authority. The intervening defendant, the Omaha road, though serving

the complaining town, need not, for reasons stated, be included in the order directing the reduced rate, but the case will be held open as against that company for such direction as may hereafter be required.

L. N. Trammell, Allen Fort, and Virgil Powers, constituting and composing the Railroad Commission of Georgia, v. The Clyde Steamship Company, The South Carolina Railway Company, The Georgia Railroad and Banking Company, The Louisville and Nashville Railroad Company, and The Central Railroad and Banking Company of Georgia, lessees of The Georgia Railroad, The Richmond and Danville Railroad Company, and The Georgia Pacific Railway Company, lessees of The Central Railroad of Georgia. (5 I. C. C. Rep., 324.)

Same v. The Ocean Steamship Company, The Central Railroad and Banking Company of Georgia, The Georgia Pacific Railway Company, and The Richmond and Danville Railroad Company, lessees of The Central Railroad of Georgia.

Same v. The Cincinnati, New Orleans and Texas Pacific Railway Company, lessee of The Cincinnati Southern Railway, The Cincinnati Southern Railway Company, The East Tennessee, Virginia and Georgia Railway Company, The Central Railroad and Banking Company of Georgia, The Georgia Pacific Railway Company, and The Richmond and Danville Railroad Company, lessees of The Central Railroad of Georgia.

Same v. The Western and Atlantic Railroad Company, The Louisville and Nashville Railroad Company, The Nashville, Chattanooga and St. Louis Railway Company, The Cincinnati, New Orleans and Texas Pacific Railway Company, lessee of the Cincinnati Southern Railway, and The Cincinnati Southern Railway Company.

Same v. The South Carolina Railway Company, The Georgia Railroad and Banking Company, The Louisville and Nashville Railroad Company, and The Central Railroad and Banking Company of Georgia, lessees of The Georgia Railroad, The Richmond and Danville Railroad Company, and The Georgia Pacific Railway Company, lessees of The Central Railroad of Georgia, The Atlanta and West Point Railroad Company, and The Western Railway Company of Alabama.

Same v. The Louisville and Nashville Railroad Company, The Nashville, Chattanooga and St. Louis Railway Company, individually and as lessee of The Western and Atlantic Railroad, The Cincinnati, New Orleans and Texas Pacific Railway Company, lessee of The Cincinnati Southern Railway, The Cincinnati Southern Railway Company, The East Tennessee, Virginia and Georgia Railway Company, The Atlanta and West Point Railroad Company, and The Western Railway Company of Alabama.

Same v. The Clyde Steamship Company, The South Carolina Railway Company, The Georgia Railroad and Banking Company, The Louisville and Nashville Railroad Company, and The Central Railroad and Banking Company of Georgia, lessees of The Georgia Railroad, The Richmond and Danville Railroad Company, and The Georgia Pacific Railroad Company, lessees of The Central Railroad of Georgia, The Atlanta and West Point Railroad Company, and The Western Railway Company of Alabama.

658. The fact of a receivership for a defendant carrier subsequent to complaint should not interfere with the progress of a proceeding brought merely for the purpose of railway regulation.

659. The phrase "common control, management, or arrangement for continuous carriage or shipment," in the first section of the act to regulate commerce, was intended to cover all interstate traffic carried through over all rail or part water and part rail lines. The receipt, successively, by two or more carriers for transportation of traffic, shipped under through bills for continuous carriage over their lines, is assent to a common arrangement for such continuous carriage or shipment, and previous formal arrangement between them is not necessary to bring such transportation under the terms of the law.

660. The total rate for through carriage over two or more lines, whether made by the addition of established locals, or of through and local rates, or upon a less proportionate basis, is the through rate that is subject to scrutiny by the regulating authority; how the rate is made is only material as bearing upon the legality of the aggregate charge, and how any reduction may be accomplished is matter for the carriers to determine among themselves.

661. The second, third, and fourth sections of the act to regulate commerce compared with provisions in English statutes. English decisions examined, and the frequent citation of such decisions to influence cases brought under greatly dissimilar statutory provisions in this country, without regard to differences in facts, time, extent of country and methods of trade and transportation, considered and criticised.

662. The fourth section of the act to regulate commerce construed, and the principles laid down *In re* Petitions of Louisville and Nashville R. Co., 1 Inters. Com. Rep., 278, 1 I. C. C. Rep., 31, reaffirmed, except the ruling therein whereby carriers were permitted to judge for themselves in the first instance of what constitutes "rare and peculiar cases of competition between railroads which are subject to the statute, when a strict application of the general rule of the statute would be destructive of legitimate competition," which is hereby overruled.
663. The competition of carriers subject to the act to regulate commerce does not create circumstances and conditions which the carriers can take into account in determining for themselves in the first instance whether they are justified under the fourth section in charging more for shorter than for longer distances over their lines.
664. The competition of markets on different lines for the sale of commodities at a given point served by both lines does not create circumstances and conditions which the carriers can take into account in determining for themselves in the first instance whether they are justified under the fourth section in charging more for shorter than for longer distances over their lines. To determine the force and effect of such competition involves consideration of commercial questions peculiar to the business of shippers, such as advantage of business location, comparative economy of production, comparative quality and market value of commodities, all of which are entirely disconnected from circumstances and conditions under which transportation is conducted. Carriers can not create abnormal situations by making rates which equalize advantages and disadvantages of localities and thereupon claim justification for greater charges on shorter hauls on the ground that the lesser long-haul charges which accomplish such equalization are necessary to secure increase in traffic over their lines.
665. The carrier has the right to judge in the first instance whether it is justified in making the greater charge for the shorter distance under the fourth section in all cases where the circumstances and conditions arise wholly upon its own line or through competition for the same traffic with carriers not subject to regulations under the act to regulate commerce. In other cases under the fourth section the circumstances and conditions are not presumptively dissimilar and carriers must not charge less for the longer distance except upon the order of this Commission.
666. When a carrier on complaint under the fourth section avers substantial dissimilarity in circumstances and conditions as justifying its greater charge for shorter hauls, it is concluded by its pleading and must affirmatively show that the circumstances and conditions of which it is entitled to judge in the first instance are in fact substantially dissimilar; but upon an application for relief under the fourth section proviso the carrier is not limited by such a rule of evidence, and may present to the Commission every material reason for an order in its favor. There seems to be no limitation upon the power of the Commission to grant relief under that proviso when, after investigation, the Commission is satisfied that the interests of commerce and common fairness to the carriers require that an exception should be made.
667. Complaints in cases No. 324 and No. 325 dismissed. In cases Nos. 314, 315, 316, 317, and 326, defendants ordered to cease and desist from charging more to shorter than to longer distance points mentioned in the complaints, or file applications for relief under the proviso clause of the fourth section and show cause thereon, within a time specified.

The Independent Refiners' Association of Titusville, Pa., and the Independent Refiners' Association of Oil City, Pa., *v.* The Western New York and Pennsylvania Railroad Company, The New York, Lake Erie and Western Railroad Company, The Delaware and Hudson Canal Company, The Fitchburg Railroad Company, and The Boston and Maine Railroad Company. (5 I. C. C. Rep., 415.)

Same *v.* The Western New York and Pennsylvania Railroad Company, The New York, Lake Erie and Western Railroad Company, and The Lehigh Valley Railroad Company.

Same *v.* The Pennsylvania Railroad Company and The Western New York and Pennsylvania Railroad Company.

668. It is the duty of the carrier to equip its road with the means of transportation, and, in the absence of exceptional conditions, those means must be open impartially to all shippers of like traffic.
669. Ownership of a car rented to a carrier and for the use of which the carrier pays a full consideration does not of itself entitle the owner to the exclusive use of such car, and, if the owner may in the contract of hire to the carrier

stipulate for the exclusive use of the car, it must be upon such terms as shall not constitute an unjust discrimination against shippers of like traffic in cars owned by the carrier and who are excluded from the use of the car so hired.

670. Where oil is transported by the carrier both in barrels and tank cars and the use of the tank cars is not open to shippers impartially, but is practically limited to one class of shippers, the charge for the barrel package in barrel shipments in the absence of a corresponding charge on tank shipments, resulting in a greater cost of transportation to the shipper in barrels on like quantities of oil between like points of shipment and destination than to the tank shipper, is a discrimination against the former in favor of the latter, for which no legal justification has been shown in these cases.
671. The oil rates from Oil City and Titusville, Pa., to New York and New York Harbor points and Boston and Boston points, exclusive of the charge for the barrel package in barrel shipments, are not shown to be either unreasonable in themselves or relatively unreasonable as between these points.
672. An agreement for the pooling of traffic between a carrier by rail subject to the act to regulate commerce and a carrier by pipe line does not fall within the description of contracts prohibited by section 5 of that act.

In the matter of Alleged Unlawful Charges for the Transportation of Coal by the Louisville and Nashville Railroad Company. (5 I. C. C. Rep., 466.)

673. Upon investigation had in a proceeding instituted by the Commission on its own motion, it appeared that the respondent had in force over its line to Nashville a special rate on coal when used for manufacturing purposes by persons named upon the manufacturers' lists prepared by the railroad company. These lists were furnished to dealers who, on selling coal to such manufacturers, issued certificates which entitled them to obtain a refund from the railroad company amounting to the difference between the regular and special rates. Pending investigation, the respondent discontinued the "manufacturers' rate," and put in force a new coal tariff to Nashville whereby coal, "run of mines, nut, and slack," is given a rate of \$1 per ton the year round, and "screened" coal a rate of \$1.15 per ton April to September, and for the remainder of the year a rate of \$1.40 per ton. The rate from the same mines to Memphis, a point affected by water competition for coal traffic, is \$1.40 per ton on all coal the year round, and respondent buys coal at the mines and sells it in the Memphis market. *Held,*
674. That the practice abandoned by the respondent common carrier of arbitrarily determining what persons should receive the so-called "manufacturers' rate" was a clear violation of the act to regulate commerce.
675. That the rate of \$1 per ton charged by respondent upon coal, "run of mines, nut, and slack," is not unreasonably low, nor disproportionate to the rate of \$1.40 per ton to Memphis; neither, in view of circumstances affecting coal traffic at Memphis, is a rate of \$1.15 on screened coal to Nashville relatively unreasonable as compared with the Memphis rate; but so long as the Memphis rate does not exceed \$1.40 rates on said kinds of coal from the mines to Nashville should not, during any portion of the year, exceed \$1 or \$1.15, respectively, and any reduction in the Memphis rate should be accompanied by proportionate reductions in rates on said different kinds of coal to Nashville.

The Merchants' Union of Spokane Falls v. The Northern Pacific Railroad Company and The Union Pacific Railway Company. (5 I. C. C. Rep., 478.)

676. Transportation by rail from eastern points to the "Pacific Coast terminals," Portland, Tacoma, and Seattle, is affected by the competition, of controlling force and in respect to traffic important in amount, of water carriers reaching the same terminals, but such competition does not affect like transportation from said points to the city of Spokane, Wash. *Held, therefore,* That defendants are justified, by reason of such dissimilarity in circumstances and conditions, in maintaining higher rates on shipments of like property from said points for the shorter distance to Spokane than for the longer distance to said Pacific terminals. The competitive position and attitude of the Canadian Pacific Railway, a foreign carrier, considered in connection with existing water competition, but the separate effect of competition by the Canadian route not found or determined.
677. Class rates in effect upon the defendant lines and the lower commodity rates to their Pacific terminals examined and discussed. *Held,* That the only justification for a through rate less than an intermediate rate on the same article is the compulsion of rail carriers to accept the reduced compensation or suffer ocean rivals to perform the service, and where the pressure of

this alternative is not felt there is no ground upon which the lower through charge can be excused. No article should be carried to terminal points on commodity rates which, if the class rates were imposed, would still seek rail rather than water transportation, and any violation of this rule is unjust discrimination against the intermediate town compelled to pay the higher class rate on the same article.

678. In the matter of car-load and mixed car-load rates, minimum weight of shipments entitled to car-load rates, and in all other respects, defendants are required to provide for and allow the same privileges, facilities, and advantages on shipments to Spokane as are provided or allowed on like shipments to Portland or other Pacific Coast terminals.

679. "Blanket" class rates applying upon the Northern Pacific road for a distance of over 580 miles found relatively unreasonable: *Also held*, That rates to Spokane, the principal distributing center to which such blanket rates apply, are unreasonable in themselves. Defendants ordered to cease and desist from charging rates on property from Eastern points to Spokane, which materially exceed 82 per cent of class rates now in effect both to Spokane and Pacific Coast terminals. Provision made for reopening the case if necessary, and bringing in other carriers who may be affected by the order.

680. The Northern Pacific Railroad Company, notwithstanding certain provisions in its charter, is subject, like all other interstate carriers, to the authority conferred by Congress in the act to regulate commerce. Citing and affirming *Raworth v. Northern Pac. R. R. Co.*, 3 Inters. Com. Rep., 857; 5 I. C. C. Rep., 257.

The Potter Manufacturing Company v. The Chicago and Grand Trunk Railway Company, The Atchison, Topeka and Santa Fe Railroad Company, and The Southern Pacific Company. (5 I. C. C. Rep., 514.)

681. Continuance of a system of unjust rates can not be required or excused on the ground that parties have made investments and entered into the business affected thereby on the faith of assurances from carriers of their maintenance, although a change might work injury to the parties whom such rates had unduly favored.

682. An advantage resulting from just rates, coupled with the enterprise and outlay necessary to utilize them, is legitimate, and carriers should not undertake to deprive a shipper of this advantage by a change of such rates.

683. A rate on a particular class of goods, which is unreasonable or discriminatory in itself, is not justifiable on the ground that the same rate is given another (and in this case a competitive) class of goods, and as applied to the latter is liberal and advantageous.

684. The question as to correct weights and shipments, as between carrier and shipper, is one of fact to be determined in a manner just to both parties, and as to which the *ex parte* action of either can not conclude the other.

685. Taking into consideration the difference in value of the unfinished and finished cheap bedroom sets involved in this case, and the greater tonnage per car load which can be hauled of the former, and having in view the interests of both carrier and shipper, it is held that the rate on unfinished cheap bedroom sets, as shipped by complainant from Lansing, Mich., to Oakland, Cal., should not exceed 85 per cent of whatever rate may be adopted for such sets in a finished condition.

P. H. Loud, jr., v. The South Carolina Railway Company, The Blackville, Alston and Newberry Railroad Company, The Charlotte, Columbia and Augusta Railroad Company, The Carolina, Cumberland Gap and Chicago Railway Company, The Virginia Midland Railway Company, The Barnwell Railroad Company, The Richmond and Danville Railroad Company, The Port Royal and Western Carolina Railway Company, The Pennsylvania Railroad Company, and The North Carolina Railroad Company. (5 I. C. C. Rep., 529.)

686. The question whether property of a carrier in the hands of a receiver appointed after the matters complained of before this Commission are alleged to have occurred is subject to an order of reparation issued by this Commission, is one to be presented to and disposed of by the courts on proceedings therein for the enforcement of such order.

687. Rates should bear a fair and reasonable relation to the antecedent cost of the traffic as delivered to the carrier and to the commercial value of such traffic (*Delaware State Grange of Patrons of Husbandry v. New York, P. and N. R. Co.*, 3 Inters. Com. Rep., 561; 4 I. C. C. Rep., 605), but it is incumbent on parties invoking this rule to make satisfactory and reliable proof as to such antecedent cost and commercial value.

688. In passing upon the reasonableness of rates, the question whether they afford the carrier a proper return for the service rendered is to be considered as well as the result of the business to the shipper or producer of the traffic.
689. Where a special service is required of the carrier, such as rapid transit and speedy delivery in cases of perishable freight, a higher rate than for the carriage of ordinary freight is warranted, and, if a carrier charging a rate based on such special service, fails to render it, to the damage of the shipper, and without legal excuse, the remedy of the latter would seem to be by a proper proceeding in a court of law.
690. A reduction in rates by a carrier is not *per se* evidence that the former rates were unreasonable, as such reduction may, as in the present case, be accounted for because of a decrease in cost of transportation and an increase in the volume of the traffic to which such rates apply.
691. The rates on melons complained of in this case having been materially reduced by the defendant carriers since the commencement of this proceeding and there being no satisfactory evidence that the rates so reduced are unreasonable or excessive, the complaint is dismissed.

The Board of Trade of Chattanooga *v.* The East Tennessee, Virginia and Georgia Railway Company, The Norfolk and Western Railroad Company, the Old Dominion Steamship Company, The Western and Atlantic Railroad Company, The Central Railroad and Banking Company of Georgia, The Georgia Railroad Company, The Ocean Steamship Company of Savannah, The South Carolina Railway Company, The Clyde Steamship Company, The Cincinnati, New Orleans and Texas Pacific Railway Company, The Baltimore and Ohio Railroad Company, The Central Railroad Company of New Jersey, The Nashville, Chattanooga and St. Louis Railway Company, The Pennsylvania Railroad Company, The Pennsylvania Company, The New York, Lake Erie and Western Railroad Company, The New York and New-England Railroad Company, and The Delaware and Hudson Canal Company. (5 I. C. C. Rep., 546.)

692. Upon complaint alleging that rates on traffic from New York and other Atlantic seaboard points to Chattanooga are unreasonable and greater for the shorter distance to Chattanooga than for the longer distance over the same line in the same direction to Memphis and Nashville. *Held*, That defendants are justified by the existence of water competition of controlling force in charging less on such traffic for the longer distance to Memphis, but that no such competition exists for such traffic to Nashville, and any greater charge for the transportation of like kind of property from said seaboard points for the shorter distance to Chattanooga than for the longer distance through Chattanooga to Nashville is in violation of the fourth section of the act to regulate commerce. Defendants ordered to cease and desist from making such greater charge to Chattanooga, with leave to file application for relief under the proviso clause of the fourth section within a specified time. *Ga. R. R. Com. v. Clyde S. S. Co. et al.*, 4 Inters. Com. Rep., 120; 5 I. C. C. Rep., 324, cited and affirmed.
693. One transportation line can not be said to meet the competition of another transportation line for the carrying trade of any particular locality, unless the latter line could and would perform the service alone if the former did not undertake it.
694. When great disparity exists between charges which are lower to competitive than to intermediate points much less remote, the inference is irresistible that the lower rate must be unremunerative upon any theory, or else the larger rate gives an unwarranted return for the service rendered.

The Chamber of Commerce of Minneapolis, Minnesota, *v.* The Great Northern Railway Company, The Chicago, Milwaukee and St. Paul Railway Company, The Northern Pacific Railroad Company, The Chicago and Northwestern Railway Company, The Chicago, St. Paul, Minneapolis and Omaha Railway Company, The Minneapolis, St. Paul and Sault Ste. Marie Railway Company, The St. Paul and Duluth Railroad Company individually and as lessee of the Duluth Short Line Railway, The Eastern Railway Company of Minnesota, defendants, and The Chamber of Commerce of Milwaukee, The Interior Wisconsin Millers' Association, The Eastern Minnesota Millers' Association, The Southern Minnesota Millers' Association, The Board of Trade of Duluth, Minnesota, The Jobbers' Union of Duluth, Minnesota, The Chamber of Commerce of Duluth, Minnesota, intervenors. (5 I. C. C. Rep., 571.)

695. When a local rate from a given point is alleged unreasonable, but it appears from the record that such local rate is also a proportion of through rates from that point, and as such is the real subject of controversy, the complaint should be directed against the aggregate through rate, not the share

- received by any initial carrier, and all the carriers composing the through line are necessary parties.
696. A town favorably situated with respect to one through route, but competing in a common market with another town more favorably located on another through route, should not have a reduction of the local rate over roads connecting the two through routes for the purpose of overcoming the natural advantage which the latter competing town enjoys.
697. A milling town possessing great natural, acquired, and improved advantages for the carrying on of that industry, and favorably situated in point of distance to a large grain producing region, is entitled to the benefits arising from its location, and carriers of grain to that point and to a competing town considerably more remote from points of production, and in other particulars less advantageously located, are not justified in making rates on grain to the competing towns which destroy the advantage the former is entitled to enjoy.
698. Rates on wheat from points in North and South Dakota to Minneapolis as compared with the rates charged over considerably greater distances from the same points to Duluth and adjacent Lake Superior ports subject Minneapolis millers to undue and unreasonable prejudice and disadvantage. Defendants ordered to adjust their rates on wheat from said points to Minneapolis and Duluth upon the basis of distance over nearest practicable routes.

John W. S. Brady and George T. Parkhurst, partners, trading under the firm name of J. Parkhurst & Co., v. The Pennsylvania Railroad Company, The Pennsylvania Company, The Pittsburg, Cincinnati and St. Louis Railway Company; and John Henry Nicolai, trading as "Eagle Oil Works," v. The Pennsylvania Railroad Company, The Pennsylvania Company, and the Pittsburg, Cincinnati and St. Louis Railway Company. (5 I. C. C. Rep., 635.)

A decision adverse to the defendants having been rendered in this proceeding and an application for rehearing having been filed, said application was, after due hearing, denied.

The Gerke Brewing Company v. The Louisville and Nashville Railroad Company; The Kentucky Central Railway Company; The Norfolk and Western Railroad Company. (5 I. C. C. Rep., 596.)

699. The rule expressed by the fourth section that distance shall ordinarily limit the adjustment of rates is not rendered inoperative by the existence at one point of converging lines subject to the act, for the law applies to each of these lines, and neither can put in rates to that point which are lower than shorter distance charges on its line, until, upon a showing of special considerations grounded in justice to its patrons and itself, it obtains permission from the regulating authority so to do. This principle applies both to lines between the same points and to lines reaching the same destination from different points of consignment.
700. Competition with carriers not subject to the statute is based upon natural causes and plain conditions, but the legitimate force of competition with carriers subject to the act depends upon compliance with the law by each of the competitors, and the special circumstances and primarily indefinite conditions in each particular case. *Georgia Railroad Com. v. Clyde S. S. Co.*, 4 Inter. Com. Rep., 120; 5 I. C. C. Rep., 324, cited and affirmed.
701. When rates from any cause are made greater for shorter than for longer distances the difference between such rates must in no instance be unreasonable.
- James & Abbott v. The Canadian Pacific Railway Company; The Maine Central Railroad Company; The Boston and Maine Railroad Company.* (5 I. C. C. Rep., 612.)
702. The statute provides that "no complaint shall at any time be dismissed because of the absence of direct damage to the complainant," and defendants are therefore not entitled to a dismissal of the complaint on the ground that the petitioners, being merely commission merchants, can sustain no direct or material damage under the rates in question.
703. When water competition is alleged to justify rates in any case under the statute the carrier must affirmatively show by proof which does more than create a presumption and which clearly establishes that such competition is a controlling factor in the transportation of traffic important in amount from the point in question.
704. Manufacturing industries should not be deprived, through a carrier's adjustment of relative rates, of advantages resulting from their favorable location in respect of cost of raw material supplied from a common source, or of distance to the common market for the finished product.

705. A departure from equal mileage rates on different branches or divisions of a road is not conclusive that the rates are unlawful, but the burden is on the company making such departure to show its rates to be reasonable when disputed. Citing *Logan v. C. & N. W. R. Co.*, 2 Inters. Com. Rep., 431; 2 I. C. C. Rep., 604.
706. When the reasonableness or relative reasonableness of charges is challenged, every material consideration which enters into the making of such charges, including the apportionment thereof to connecting roads in a through line, is pertinent to the inquiry.
707. The "drive" of shingle logs down rivers which flow past the place of cut in Maine to a seaport in Canada where shingle mills are located, and from which the product may go by sea to market ports, affects shingle traffic from competing mills located along these rivers at a place in Canada and a place in Maine, but operates with less force at the latter point. The rail rate from the Canadian mill to market being fixed with especial reference to the effect of the log drive to and water competition for shingle traffic from the seaport, the rate from the Maine mill should be made upon the same basis.
708. Defendants ordered to restore the relation of rates on shingles to Boston which they established after the filing of complaint herein, but soon after discontinued, to wit, a rate from Fort Fairfield in Maine of not exceeding 6½ cents above the rate in force from Fredericton, in Canada. Complainant's claim for reparation denied.

Charles H. Brownell v. Columbus and Cincinnati Midland Railroad Company. (5 I. C. C. Rep., 638.)

W. R. Schrievers and 52 others, claiming to be large dealers in eggs.

Jacob Guagi and 295 others, claiming to be small dealers in eggs.

Clark A. Post and 421 others, claiming to be farmers and, among other things, producers of eggs and selling eggs to local dealers in small quantities, intervenors as complainants.

The Pittsburgh, Cincinnati and St. Louis Railway Company, the Cleveland, Cincinnati, Chicago and St. Louis Railroad Company, the Baltimore and Ohio Railroad Company, intervenors as respondents.

709. Unreasonable or unjust classification of a commodity is not shown by evidence of lower classification for articles widely dissimilar in the elements of risk, weight, bulk, value, or general character. The proper method of comparison is the classification accorded by the carriers to analogous articles.
710. When an article moves in sufficient volume and the demands of commerce will be better served, it is reasonable to give a lower classification for car loads than that which is applied to less than car-load quantities, but the difference in such classification should not be so wide as to be destructive to competition between large and small dealers. *Thurber v. New York Cent. and H. R. R. Co.*, 2 Inters. Com. Rep., 742; 3 I. C. C. Rep. 473, cited and reaffirmed. The justice of the claim for a lower rating on car-load lots can only be determined upon the facts in each case.
711. When on complaint of a car-load shipper unjust discrimination is alleged to result from equal rates on car-load and less than car-load quantities of the same commodity, the burden of proof is upon the complainant.
712. Upon complaint alleging unjust discrimination against car-load shippers of eggs in favor of shippers in less than car loads, it appeared that under the "official classification" eggs take second-class rates for car-load or less quantities; that the commodity is carried in refrigerator cars; that for car-load shipments ice to the amount of 6,000 pounds is furnished by the carrier without extra charge; that less than car-load shipments are taken from local stations in "pick-up" cars to distributing points and forwarded in car loads to New York and other large markets; that notwithstanding the special facilities afforded to small shipments by the carriers the large dealers control 83 per cent of the traffic. *Held*, upon all the facts in the case, that no unjust discrimination results to the car-load shipper from the equal rating of car loads and less than car-load lots and the special service rendered in gathering and forwarding small shipments, and the complaint should therefore be dismissed.
713. Power of concentrated business interests to force concessions in transportation rates which operate to the disadvantage of the general public discussed.

George Rice v. The St. Louis Southwestern Railway Company and the St. Louis Southwestern Railway Company of Texas. (5 I. C. C. Rep., 660.)

George Rice v. The Baltimore and Ohio Southwestern Railroad Company and The Columbus, Hocking Valley and Toledo Railway Company.

714. Some of the grievances alleged in the complaint were subsequently removed by defendants as a result of the Commission's order in other cases. The other charges were denied by the defendants in their verified answers, and that denial was fortified by the positive testimony of witnesses. The petitioner did not appear at the hearing, though duly notified thereof, and offered no proof in support of the information and belief upon which his allegations were made. *Held*, That as to these charges the complaint must be dismissed.

The Tecumseh Celery Company v. The Cincinnati, Jackson and Mackinaw Railway Company and The Wabash Railroad Company. (5 I. C. C. Rep., 663.)

715. When a carrier fails to answer a complaint filed under section 13 of the act to regulate commerce the Commission will take such proof of the facts as may be deemed proper and reasonable and make such order thereon as the circumstances of the case appear to require.
716. For that portion of its line over which the Western classification is in force the Wabash road should class celery with cauliflower, asparagus, lettuce, green peas, string beans, oyster plant, egg plant, and other vegetables enumerated in Class C of that classification, rather than with berries, peaches, grapes, and other fruits specified in Class III thereof, and the defendants should transport celery from Tecumseh to Kansas City at no higher rate per car load than they charge for carrying a car-load quantity of any of said other vegetables named in Class C aforesaid; and mixed car loads of celery and cauliflower or other vegetables specified in said Class C of the Western classification should be transported by defendants from Tecumseh to Kansas City at no higher rate per car load than they charge for carrying a car-load quantity of either of said vegetable articles embraced in that class.

The Board of Trade of Troy, Alabama, v. The Alabama Midland Railway Company, The Central Railroad and Banking Company of Georgia and H. M. Comer and others, the receivers thereof, The Savannah, Florida and Western Railway Company, The Kansas City, Fort Scott and Gulf Railroad Company, The Kansas City, Memphis and Birmingham Railroad Company, The Louisville and Nashville Railroad Company, The Mobile and Ohio Railroad Company, The East Tennessee, Virginia and Georgia Railway Company, The Western Railway of Alabama, The Missouri Pacific Railway Company, The Wabash Railroad Company, The Sioux City and Pacific Railroad Company, The Cincinnati, New Orleans and Texas Pacific Railway Company, The Illinois Central Railroad Company, The Evansville and Terre Haute Railroad Company, The Jeffersonville, Madison and Indianapolis Railroad Company, The Louisville, New Albany and Chicago Railway Company, The Clyde Steamship Company, The Ocean Steamship Company of Savannah, The Providence and Stonington Steamship Company, The New York and Texas Steamship Company, The Metropolitan Steamship Company, The Citizens' Steamboat Company, The Hartford and New York Transportation Company, The Grand Trunk Railway Company of Canada, The New Haven Steamboat Company, The People's Line Steamers, The Maine Steamship Company, The New York Central and Hudson River Railroad Company, The Central Vermont Railroad Company, The Bridgeport Steamboat Company, The Norwich and New York Transportation Company, The Canadian Pacific Railway Company, The Minneapolis, St. Paul and Sault Ste. Marie Railway Company, The Housatonic Railroad Company, The Central Railroad Company of New Jersey, The Boston and Albany Railroad Company, The Boston and Maine Railroad Company, The New York and New England Railroad Company, The Old Colony Railroad Company, The Fitchburg Railroad Company, The Maine Central Railroad Company, The Connecticut River Railroad Company, The Pennsylvania Railroad Company, The Philadelphia and Reading Railroad Company, The Baltimore and Ohio Railroad Company, The Providence and Springfield Railroad Company, The Cheshire Railroad Company, The Concord and Montreal Railroad Company. (6 I. C. C. Rep., 1.)

717. The fact that the property and affairs of a carrier have been placed by a United States court in the hands of a receiver does not affect the jurisdiction of this Commission under a complaint charging such carrier with violations of the act to regulate commerce.
718. The continuity of the carriage of freight over a line formed by two or more roads is not broken in fact and can not be broken in law by the charge of a local rate by one (or more) of such roads as its proportion of the through rate.
719. The successive receipt and forwarding in ordinary course of business by two or more carriers of interstate traffic shipped under through bills for contin-

uous carriage over their lines is assent to a "common arrangement" for such carriage within the meaning of the act to regulate commerce without previous express agreement between them, and the obligations imposed by the statute can not be evaded by the demand of the local charge for the haul over its own road by one or more of such carriers or by the declaration on the part of one or more of said carriers that as to the transportation over its road it is a local and not a through carrier. (Reaffirming the doctrine laid down in *Georgia R. Com. v. Clyde SS. Co.*, 4 Inters. Com. Rep., 120; 5 I. C. C. Rep., 324.)

- 720. A local rate which presumably is adopted as covering both the initial and final expense of a local haul is *prima facie* excessive as part of a through rate over a through line composed of two or more carriers.
- 721. Where a proportion of a through rate for part of a through haul is greatly disproportionate to the balance of the through rate, the knowledge of the circumstances and conditions (if any) justifying such disproportionate rate being peculiarly in the possession of the carrier, the burden is on the carrier to make proof of such justifying circumstances and conditions.
- 722. The facts, that one city is much larger and has more important and extensive business interests than another and has been treated by the carriers in making rates to surrounding points as a "trade center" is no justification for a continuation of discriminatory rates in favor of such city. The object of the act to regulate commerce was to eradicate the existing system of rebates and unjust discriminations in favor of particular localities, special enterprises, and favored individuals.
- 723. Unjust discrimination as between localities or individuals can not in the nature of things be essential to the business prosperity of the carrier, and it is no valid objection to the correction of unlawful rates to one point that it involves a like correction as to other points.

Phelps & Co. v. The Texas and Pacific Railway Company. (6 I. C. C. Rep., 36.)

- 724. The rates which carriers are required by the sixth section of the statute to publish, file, and adhere to without deviation cover not merely the carriage, but services rendered in receiving and delivering property as well.
- 725. The lien of carriers upon freight for charges earned is satisfied by the payment of rates for their services which they are lawfully entitled to demand, and a guaranty executed to a carrier by consignees or third parties, which might be construed to enable the carrier, in consideration of freight delivery before settlement of transportation charges, to exact for services rendered in moving and delivering the freight whatever it chooses to demand, can not be used by the carrier to force payment of charges in excess of those it would be entitled to collect or receive if previous freight delivery had not been made.
- 726. The interstate-commerce act does not recognize indefinite or uncertain transportation charges; the idea of unequal compensation for like service, or discrimination in the treatment of persons similarly situated, is repugnant to every requirement of that law, and a party to an interstate shipment can not be excluded by the carrier from privileges afforded to other patrons in the same locality because of his refusal to pay excessive freight charges, even though an agreement to subsequently refund the excess should accompany the demand.
- 727. When actual weights of cotton shipments can not be ascertained without great inconvenience to the shipper or carrier, and when transportation charges are promptly adjusted by the carrier upon the basis of actual weights furnished by the consignee, a practice of billing the cotton at a proper estimated weight per bale should not be deemed unlawful.
- 728. The retention of an overcharge has all the effect of extortion and unjust discrimination against the person from whom its payment has been required, and when the refund of an excessive charge has been unnecessarily delayed for a considerable period the officials responsible therefor become fairly chargeable with willful intention to violate the law.

The Independent Refiners' Association of Titusville, Pennsylvania, and the Independent Refiners' Association of Oil City, Pennsylvania, v. The Pennsylvania Railroad Company and The Western New York and Pennsylvania Railroad Company. (6 I. C. C. Rep., 52.)

Petition of the Pennsylvania Railroad Company for rehearing.

- 729. A decision adverse to the defendants having been rendered in this proceeding, and an application for rehearing having been filed by the Pennsylvania Railroad Company, said defendant was allowed to take testimony by

deposition with reference to a particular finding in the report and opinion of the Commission.

The F. Schumacher Milling Company and its successor, The American Cereal Company, *v.* The Chicago, Rock Island and Pacific Railway Company, defendant, and The Chicago, Burlington and Quincy Railroad Company, The Hannibal and St. Joseph Railroad Company, The St. Louis, Keokuk and Northwestern Railroad Company, The Kansas City, St. Joseph and Council Bluffs Railroad Company, The Chicago, Milwaukee and St. Paul Railroad Company, The Atchison, Topeka and Santa Fé Railroad Company, intervenors. (6 I. C. C. Rep., 61.)

730. The fact that different rates and classifications are in force in different sections of the country will not of itself warrant an extension of the lower rate and classification to the section where the higher rate and classification are applied. There must be proof of unlawful discrimination or disadvantage, or of unreasonably high rates, to procure an order directing changes in classification.
731. Cost of service is only one of the elements to be considered in determining proper classification and relative rates for different articles. While the difference in cost to the carrier in transporting cereal products and flour is not in itself sufficient to warrant a higher classification upon cereal products, these products range higher in value than flour, and in the matter of volume of traffic afforded there is a very wide difference in favor of flour; and there are other conditions compelling a low rate upon flour which do not apply in the transportation of cereal products. It appears, moreover, that the complaining company controls the production of half the cereal products manufactured in this country and, under the present classification and rates, is an active competitor of other manufacturers of cereal products whose mills are located nearer to the points of destination involved in this case.
732. When an article of traffic does not move on account of burdensome rates and the carrier is hauling a considerable number of empty cars in the direction such article would naturally move if accorded a lower rate, the carrier may be justified in carrying at a rate sufficient to induce the movement of such traffic, provided no extra or additional charge is in consequence put upon other articles carried; but the fact that freight will furnish return loads for empty cars is not a reason for the reduction of rates on such freight when it does not appear that the rates are unreasonable.
733. A mixed car-load rate for cereal products or for cereal products and flour that would have the effect of throwing out of the trade many competitors of complainant who manufacture only certain kinds of cereal products, and of centralizing the business in the hands of one or more dealers, should not be granted when without it no wrong is done to anyone and the market is open to all competitors. To obtain the abrogation of a rule in a classification denying a mixed car-load rate upon specified articles the rule should be shown unreasonable, unfair, or unjustly discriminative.
734. The complaining company has shown no reason why roads using the Western classification should adopt the official classification as to cereal products. Neither is there sufficient evidence in this case to justify an order directing the defendants to establish the mixed car-load rate prayed for in the complaint. But this will not preclude the filing of another complaint based on other grounds, and raising the question of unreasonable or relatively unreasonable rates on cereal products.

Blanton Duncan *v.* The Atchison, Topeka and Santa Fé Railroad Company, The Atlantic and Pacific Railroad Company, and The Southern California Railroad Company, known as the Santa Fé System. (6 I. C. C. Rep., 85.)

Blanton Duncan *v.* The Southern Pacific Company and The Louisville and Nashville Railroad Company.

735. The remedy of a party for injury to goods shipped resulting from delay, detention, loss, breakage, rotting, or other deterioration or damage not attributable to a violation of any provision of the act to regulate commerce is by appropriate action in the courts.
736. Where a contract is made with a shipper by a carrier, member of a through line, for shipment of goods over the line at a less than the published lawful rate charged shippers in general, it is not a violation of the act to regulate commerce for the delivering carrier to exact payment of the full lawful rate before delivery. Where, however, the shipper did not enter into the contract willfully for the purpose of securing a rate which he knew, or, by the exercise of reasonable diligence might have known, to be illegal, but was an innocent party to it and made the shipment on the

faith of the rate named, the courts seem inclined to hold (and it is a matter for their determination) that justice to the shipper requires that the goods be delivered on payment by him of the amount specified in the contract.

737. There is no necessary connection or relation between the rates on traffic of the same kind or class transported between the same points in opposite directions over the same road or line, and the fact that such rate in one direction is materially higher than that in the opposite direction does not, as in case of hauls over the same line in the same direction, establish *prima facie* the unreasonableness of the higher rate. This is especially true where the hauls are of great length.
738. The rate charged on "household goods" will not be declared unlawful on the mere fact that as a condition of granting them the defendants require the shipper to release all claim for damages in case of loss to the amount of \$5 per 100 pounds, or \$1,000 per car load of 20,000 pounds, there being no proof showing that such rates are unreasonable in view of said limitation. In cases of loss the shipper's remedy is at law, and the question of the reasonableness or validity of a contract limiting the carrier's liability is to be determined in the courts on the facts in each case.
739. Unless within the authorized exceptions to the general rule of the statute, discriminations in charges upon like shipments of the same commodities based solely upon the purpose or "business motive" of the shipper are unlawful, whether effected directly or indirectly by methods of classification.
740. Under the Western classification and tariff there are two west-bound car-load rates from Mississippi River points to Pacific Coast terminals on goods termed "emigrants' movables" (including "household goods"), one a general class rate and the other designated a "commodity" rate and less than the general rate; the latter rate is published as being open to "intending settlers only," but in practice it is given to shippers indiscriminately, and does not appear to be unreasonable in itself. *Held*, (1) That there is neither propriety in, nor necessity for, retaining in the classification and tariff either the two rates, or the statement in connection with the commodity rate that it is open to "intending settlers only," as their intention can only serve to mislead the public and afford opportunity for the practice of favoritism and unjust discrimination as between shippers; (2) that the west-bound rate on "emigrants' movables" (including "household goods") from Louisville to Los Angeles should not be in excess of the amount of said commodity rate thereon.
741. While the circumstances and conditions in respect to the work done by the carrier and the revenue earned are dissimilar in the transportation of freights in car loads and less than car loads, and a lower rate on car loads than on less than car loads is, therefore, not in contravention of the statute, yet the difference between the two rates must be *reasonable*.
742. The agreement of the Transcontinental Association on file with the Commission is not on its face a "contract or agreement or combination" for the "pooling of freights" or "division of earnings" between different and competing railroads such as is declared unlawful by section 5 of the act to regulate commerce.

Thos. V. Cator v. The Southern Pacific Company and The Union Pacific Railway Company. (6 I. C. C. Rep., 113.)

743. Under the statute the defendants had a legal right to withhold or put into effect an open excursion rate to Omaha, and such right was not affected by the fact that open excursion rates, lower than regular rates of fare, had been in force over their connecting roads during the month previous. Comparison of the rates charged to complainant and others in July for transportation from San Francisco to Omaha and return with reduced excursion rates charged for the transportation of persons from San Francisco to Chicago and Minneapolis in June of the same year, does not of itself present a discrimination or preference which the act to regulate commerce empowers this Commission to correct.

C. O. Morrell, complainant, v. The Union Pacific Railway Company, The Oregon Short Line and Utah Northern Railway Company, The Oregon Railway and Navigation Company, defendants. (6 I. C. C. Rep., 121.)

744. Rates maintained and which may be reasonable under the conditions existing in one section or part of the country afford no safe criterion by which to measure reasonable charges in other localities where the expense of operating a road and other conditions affecting transportation are widely different.
745. Rates and charges in force on lines of rival companies or on different branches or lines of the same company are entitled to consideration in connection

with the question of reasonable charges for transportation services rendered under like conditions.

A. S. Newland, T. W. Hauschild, Walter Reeder, complainants, *v.* The Northern Pacific Railroad Company, The Union Pacific Railway Company, The Oregon Short Line and Utah Northern Railway Company, The Oregon Railway and Navigation Company. (6 I. C. C. Rep., 131.)

746. It is the right of shippers to have their goods carried, and the duty of common carriers to receive and forward freights by the least expensive routes at reasonable through rates.
747. Where there were two routes from the place of shipment to the place of destination, one much longer and much more expensive to operate than the other, the longer and more expensive being operated by one, while the more direct and less expensive route was over continuous lines operated by more than one common carrier: *Held*, That the rate must be reasonable for the transportation by the shorter and less expensive route.
748. Where the roads and branches of two companies extend to and penetrate a wheat-producing district, from which they make a joint rate for distances of 480 miles, and each company makes the same rate separately from the same district, one for distances of 450 and the other for distances of 650 miles over their respective lines to the same destination: *Held*, That it may be fairly assumed that the rates so jointly and separately made are reasonably remunerative and profitable: *Held further*, That what is reasonable compensation for this longer and more expensive branch line service is excessive for the shorter distance of 311 miles over a less expensive route from the same district to the same destination.
749. The same rate over a district so extensive denies to the producer nearer the market the advantages of his location, for which he receives no compensation in the fact that such rate was established to enable a railroad company to sell its lands more distant from markets at better prices.
750. The practice of making one rate on the same product over a large district is only justifiable under special and exceptional circumstances, and is not to be encouraged when the difference in the transportation expense from the various parts of such district is considerable and substantial.
751. That railroad investments may be as secure as other property, the reasonable rates should be liberal until earnings are sufficiently large for a fair return on actual expenditure.
752. Where the market price yields but a scant return for the labor and expense of production, the cost of transportation needs to be as moderate as may be consistent with justice to the carrier.
753. Where a road or system of roads leased and made the road of another company a part of a system: *Held*, That the agreed rental can not be accepted as the amount which the leased property must earn and the lessee may retain before any reduction can be made in the rates over the leased lines.
754. Where two companies or railroad systems stipulated for a division of traffic and agreed that when one party carried traffic belonging to the other, but one-half of the charges should be retained for the transportation service, *held*, that in the light of this arrangement in connection with the other facts of the case some reduction was warranted.

Alanson S. Page, Cadwell B. Benson, and Charles Tremain, complainants, *v.* The Delaware, Lackawanna and Western Railroad Company, The New York Central and Hudson River Railroad Company, The Michigan Central Railroad Company, defendants. (6 I. C. C. Rep., 148.)

755. Where it appears that a complainant has invoked the aid of the law for the purpose of securing what he, with the acquiescence of the carrier, had previously obtained in apparent contravention of the law, such acquiescing carrier will not be held entitled to plead violations of the law by complainant in bar of a decision on the merits, nor will the individual interests of the complainant be taken into consideration; but the Commission will examine the evidence and make such report thereon as, under the provisions of the law, the rights of other shippers and the public generally may require. If, independently of any action or interest of complainants, the conduct of defendants with reference to the transportation which is the subject of the proceeding is shown by the evidence to be unlawful, it is the duty of the Commission to execute and enforce the statutory provisions applicable thereto.
756. Upon consideration of the great reduction which has taken place in the value of window shades, the arbitrary increase of shade classification by the carriers during the progress of this proceeding, and all the other facts and

circumstances herein which pertain to the rights of shade shippers and consignees generally, and of purchasers of that article of household necessity, *held*, that the classification of window shades as first class in the Official Classification has become unjust, and that the legal duty of defendants to so classify traffic and fix charges thereon that the burdens of transportation are reasonably and justly distributed among the articles they carry requires them to reduce their classification of window shades to the class which, under the Official Classification, is now applied to "window hollands and shade cloth, plain, uncut, and undecorated."

Rhode Island Egg and Butter Company, The W. W. Whipple Company, George M. Griffin *v.* The Lake Shore and Michigan Southern Railway Company, Michigan Central Railroad Company, New York Central and Hudson River Railroad Company, Boston and Albany Railroad Company, New York, New Haven and Hartford Railroad Company. (6 I. C. C. Rep., 176.)

757. A shipper should not be subjected to unnecessary restrictions as to the kind of case or package he shall use.

758. A rate which may be reasonable when applied to the transportation of egg cases as a disconnected service may be unreasonable if the carriage of returned cases at favorable rates is in fact a special service, the discontinuance of which would unduly burden the business of shipping eggs to points of sale.

759. Upon complaint of unreasonable classification and rating on returned empty egg cases from Providence, R. I., to Chicago, Ill., Burlington, Iowa, and other Western points, *held*, that the evidence presented is insufficient to enable the Commission to determine the question. *Held further*, That the defendants and other carriers concerned should be allowed time to consider whether shippers generally are not unduly prejudiced by the increased rating complained of, and take or refrain from taking action accordingly, and if the carriers fail to take satisfactory action, that the complainants and any other interested shipper or consignee should have leave, after a specified time, to ask to have the case reopened; and thereupon such other direction be given as will serve to bring in necessary parties defendant, by amended or supplemental complaint or otherwise, as may appear to be required.

The Freight Bureau of the Cincinnati Chamber of Commerce *v.* The Cincinnati, New Orleans and Texas Pacific Railway Company *et al.* (6 I. C. C. Rep., 195.)

The Chicago Freight Bureau *v.* The Louisville, New Albany and Chicago Railway Company *et al.*

760. If railway companies engaged in the transportation of traffic from one territory voluntarily enter into an association with railway companies engaged in the transportation of similar traffic from another territory to a common market, for the purpose, among others, of a mutual adjustment of rates over their respective lines, and in pursuance of this purpose as members of such association agree to and maintain rates over their own lines higher than are reasonable and the relation thus established between the rates from the two territories, respectively, is unjustly prejudicial to the former and unduly preferential to the latter, this is a violation of the first paragraph of section 3 of the act to regulate commerce, for which, whether or not there be a joint liability under said act of the two systems of carriers, there is at least a several liability on the part of those serving the territory injuriously affected.

761. Where the reasonableness of rates is in question, comparison thereof may be made, not only with rates on another line of the same carrier, but also with those on the lines of other and distinct carriers—the value of the comparison being dependent in all cases upon the degree of similarity of the circumstances and conditions attending the transportation for which the rates compared are charged.

762. The influence of water competition via the Atlantic on rail rates from Northeastern cities to Southern territory is not so great, as appears by the proof in these cases, as to account for or justify the difference between the mileage rates from those cities and the mileage rates from Chicago and Cincinnati to such territory under the rates complained of, and the fact of that influence on rates from the former cities can not be invoked as a justification of rates from the latter, which, after due allowance for such influence as a substantially dissimilar circumstance, still appear on comparison of the two sets of rates to be unduly preferential to the former and unjustly discriminative against the latter. In rates from different territories to a common market, "relative equality is necessary in the degree of the similarity" of circumstances and conditions attending the transportation in the two cases.

763. The fact which is made to appear in these cases, that rates on traffic of the numbered classes from Chicago and Cincinnati to Southern territory are made higher than they otherwise would be for the purpose of securing to the lines from Northeastern cities the transportation of that traffic from the territory set apart to them under the Southern Railway and Steamship Association agreement, itself raises a *prima facie* presumption of the unreasonableness of those rates.
764. Each locality competing with others in a common market is entitled to reasonable and just rates at the hands of the carriers serving it and to the benefit of all its natural advantages, and no departure from the rule requiring rates in all cases to be reasonable in themselves can be justified on the ground that it is necessary in order to maintain existing trade relations, or to "protect competing markets," or to "equalize commercial conditions," or to secure to carriers traffic from certain territory assumed to be exclusively theirs.
765. The division of territory between the eastern and western lines, provided for in the Southern Railway and Steamship Association agreement, is without warrant in law and appears to be made for the benefit of the carriers without regard to the interests of shippers in the territory so divided, to whom it is in effect a denial of the privilege of shipping their goods or produce to market by the line or route they may prefer.
766. The "fines" or "penalties" imposed by the provisions of the agreement of the Southern Railway and Steamship Association on members for violation of association rules appear on the face of that agreement to be available as substitutes for payments which would be exacted under a regular pooling system, and the arrangement under which they are imposed is tantamount to a combination, contract, or agreement "for the pooling of freights of different and competing railroads, or to divide between them the aggregate or net proceeds of the earnings of such railroads or any portion thereof," which are forbidden by the statute.
767. The requirement of the agreement of the Southern Railway and Steamship Association that its members apply "full local rates upon all traffic subject to the association agreement coming from or going to" connecting lines which do not maintain association rates, while to traffic from other connecting lines conforming to such rates full local rates are not applied, is repugnant to that clause of section 3 of the act to regulate commerce which forbids carriers to "discriminate in their rates and charges between connecting lines."

H. W. Behlmer v. The Memphis and Charleston Railroad Company, The East Tennessee, Virginia and Georgia Railway Company, The Georgia Railroad and Banking Company, The South Carolina Railway Company, Henry Fink and Charles M. McGhee, as receivers of the East Tennessee, Virginia and Georgia Railway Company and the Memphis and Charleston Railroad Company, Daniel H. Chamberlain, as receiver of The South Carolina Railway Company, The Central Railroad and Banking Company of Georgia and the Louisville and Nashville Railroad Company, as lessees of the Georgia Railroad, and H. M. Comer, as receiver of The Central Railroad and Banking Company of Georgia. (6 I. C. C. Rep., 257.)

768. The competition of markets or the competition of carrying lines subject to regulation under the act to regulate commerce does not justify carriers in making greater short-haul or lower long-haul charges over the line in the same direction (the shorter being included within the longer distance) in the absence of an order of relief issued by the Commission upon application therefor and after investigation.
769. When a carrier on complaint under the fourth section avers substantial dissimilarity in circumstances and conditions as justifying its greater charge for a shorter haul, it is concluded by its pleading and must affirmatively show that the circumstances and conditions of which it is entitled to judge in the first instance are in fact substantially dissimilar; but upon an application for relief under the fourth section proviso the carrier is not limited by such a rule of evidence, and may present to the Commission every material reason for an order in its favor.
770. The construction of the fourth section of the act to regulate commerce as laid down in *James & M. Buggy Company v. Cincinnati, N. O. & T. P. R. Co.*, 3 Inters. Com. Rep., 682; 4 I. C. C. Rep., 744, and *Ga. R. R. Co. v. Clyde S. S. Co.*, 4 Inters. Com. Rep., 120; 5 I. C. C. Rep., 324, followed in *Chattanooga Board of Trade v. East Tennessee, V. & G. R. Co.*, 4 Inters. Com. Rep., 213; 5 I. C. C. Rep., 546, explained in *Gerke Brew. Co. v. Louisville & N. R. Co.*, 4 Inters. Com. Rep., 267; 5 I. C. C. Rep., 596, and sustained in *Interstate Commerce Com. v. Cincinnati, N. O. & T. P. R. Co.* (not yet reported), reaffirmed.

771. Defendants ordered to cease and desist from making higher aggregate charges on hay and other commodities carried under similar circumstances and conditions over their connected roads from Memphis, Tenn., to Summerville, S. C., than they charge for carrying said commodities for the longer distance from Memphis over said connecting line through Summerville to Charleston, S. C., without prejudice to defendants' right to apply to the Commission for relief under the proviso clause of the fourth section.

In the matter of the Form and Contents of Rate Schedules, and the Authority for Making and Filing Joint Tariffs. (6 I. C. C. Rep., 267.)

772. The Commission having under consideration the rate sheets, schedules, and joint tariffs which, under the sixth section of the act to regulate commerce are required to be filed in its office and to be kept open to public inspection, and having discussed the subject with a large number of traffic officials, who for that purpose met the Commission in response to its invitation; and having, as the result of such conference, made and filed the foregoing report and opinion; and being convinced that the directions contained in the pamphlet published December 1, 1891, should be complied with, in order to bring such rate sheets, schedules, and joint tariffs into conformity with the statute, and to correct the defects and omissions which are observed in such publications; and having found and decided among other things that evidence of authority for making and filing joint tariffs should in all cases be furnished to the Commission:

It is ordered, That all common carriers subject to the act to regulate commerce shall, in all future issues of their rate sheets, schedules, and joint tariffs, including all future amendments and supplements to existing joint tariffs, comply with and conform to the general rules laid down in said pamphlet of December 1, 1891, as modified by this order.

It is further ordered, That all joint tariffs hereafter filed, and all future amendments and supplements to existing joint tariffs, be hereafter so arranged and printed as to show distinctly the names of the several parties thereto.

And it is further ordered, That all common carriers subject to the act which shall hereafter be named as parties to any joint tariff filed and published by another carrier, or as parties to any amendments or supplements to existing joint tariffs, shall forthwith upon the publication thereof file with the Commission a statement or certificate showing their acceptance of and concurrence therein and making themselves parties thereto, which said statement or certificate shall be substantially in the following form:

To the Interstate Commerce Commission, Washington, D. C.:

This is to certify that the _____ Company assents to and concurs in the publication and filing of the schedule described below, and hereby makes itself a party thereto.

Dated _____.

DESCRIPTION OF SCHEDULE.

Kind.	Number.	Date of issue.	Date effective.	Issued by (name of road).
Tariff.....				
Supplement.....				
Amendment.....				
Circular.....				
Classification.....				

(Sign) _____

In the matter of the Petition of the Cincinnati, Hamilton and Dayton Railroad Company for relief from the Operation of the Fourth Section of the Act to Regulate Commerce. (6 I. C. C. Rep., 323.)

773. Under the proviso to the fourth section of the act to regulate commerce it is left to the Commission, in the exercise of a reasonable and lawful discretion to determine the description or exception character of the "special cases" in which the Commission may, after investigation, authorize common carriers to charge less for longer than for shorter distances, and the extent to which such carrier may be relieved from the operation of this section of the act.

774. The exceptional and special nature of the cases in which such discretion may be exercised renders the application of any general rule impracticable, and every special case must be determined upon its own facts and special circumstances and in view of the objects for which the law was enacted.

775. Additional transportation facilities and accommodations for passengers traveling to Chicago and return, during the World's Fair, are shown to be necessary to the convenience and safety of travelers. The petitioner has made provision for increased facilities by establishing a new route which can only be utilized by the acceptance of a lower rate from a longer distant point, and such acceptance without relief from the operation of the fourth section of the act will compel the reduction of rates which are reasonable from shorter distance points. *Held*, To secure additional guaranties for the safety and convenience of the public under conditions like these is believed to be in accordance with the spirit and purpose of the act to regulate commerce and the relief from the operation of the 4th section of the act will be granted.

In the matter of the application of the Rome, Watertown and Ogdensburg Railroad Company for relief from the operation of the Fourth Section of the Act to Regulate Commerce. (6 I. C. C. Rep., 328.)

776. The established rate for carrying passengers from Ogdensburg and points east of Richland on the Rome, Watertown and Ogdensburg Railroad to Chicago and return had previously been \$36.00, or \$18.00 each way. After the opening of the World's Fair the Canadian roads established an excursion rate from the points above referred to, to Chicago and return, of \$24.00. The Rome, Watertown and Ogdensburg Railroad Company and its connections established an excursion World's Fair rate to Chicago and return of \$25.75, which was reasonable, from shorter distance points south of Richland, including Syracuse, N. Y. The largely increased travel during the Chicago Exposition required the use of all routes of transportation for the greater safety and convenience of visitors. On application of the Rome, Watertown and Ogdensburg Railroad Company to be relieved from the operation of the 4th section of the act, relief was granted, and the petitioner was authorized during the continuance of the World's Fair to accept \$24.00 to Chicago and return, the rate established by its competitors, the Canadian roads, without reducing its greater charge of \$25.75 to shorter distance points, including Syracuse.

The Southern Paint and Glass Company, The Tripod Paint Company, F. W. Hart Sash and Door Company, Lamar & Rankin Drug Company, Fulton Lumber Company, F. J. Cooledge & Brother, and W. S. McNeal v. The Lake Erie and Western Railroad Company, The Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, The Louisville and Nashville Railroad Company, and The Nashville, Chattanooga and St. Louis Railway Company, lessees of the Western and Atlantic Railroad. (6 I. C. C. Rep., 284.)

The Southern Paint and Glass Company, The Tripod Paint Company, The F. W. Hart Sash and Door Company, Lamar & Rankin Drug Company, The Fulton Lumber Company, F. J. Cooledge & Brother, and W. S. McNeal v. The Baltimore and Ohio Railroad Company, The Cincinnati, New Orleans and Texas Pacific Railway Company, The Alabama Great Southern Railroad Company, and The East Tennessee, Virginia and Georgia Railway Company.

777. It appearing that the discriminations and preferences complained of in these proceedings would be removed through compliance, by carriers operating in the same territory, with the decision and order of the Commission in other cases (The Chicago and Cincinnati Freight Bureaus cases, 4 Inter. Com. Rep., 592; 6 I. C. C. Rep., 195), and that suits are pending in the courts for the enforcement of such order, the proceedings herein were stayed until final determination by the courts in such other cases.

Edgar W. Emerson v. The Chicago, Rock Island and Pacific Railway Company.

Edgar W. Emerson v. The Chicago and Northwestern Railway Company. (6 I. C. C. Rep., 289.)

778. Unjust discrimination in allowance of reduced rates to ministers of religion was alleged in these cases, but the complainant failed to show that he had made proper application for the reduced rate, or that such an application would have been refused by either of the defendants, and upon these grounds the complaints were dismissed.

In the matter of the application of The Fremont, Elkhorn, and Missouri Valley Railroad Company, The Sioux City and Pacific Railroad Company, and The Chicago and Northwestern Railway Company to be relieved from the operation of Section Four of the Act to Regulate Commerce. (6 I. C. C. Rep., 293.)

779. Upon application by carriers to be relieved from the operation of section four of the act as to the transportation of grain and feed over their lines on the ground that through failure of crops the people of the longer distance localities were in a measure destitute and without necessary food for themselves and animals, a temporary order of relief was granted.

The Truck Farmers' Association of Charleston and Vicinity v. The Northeastern Railroad Company of South Carolina, The Wilmington, Columbia and Augusta Railroad Company, The Wilmington and Weldon Railroad Company, The Petersburg Railroad Company, The Richmond and Petersburg Railroad Company, The Richmond, Fredericksburg and Potomac Railroad Company, The Washington Southern Railroad Company, the Baltimore and Potomac Railroad Company, and The Pennsylvania Railroad Company, constituting the Atlantic Coast Despatch Line, and the South Atlantic Coast Despatch Line, and The South Carolina Railway Company, and D. H. Chamberlain, receiver thereof, and the Richmond and Danville Railroad Company, and F. W. Huidecoper and Reuben Foster, receivers thereof. (6 I. C. C. Rep., 295.)

780. Where on shipments of strawberries and vegetables from Charleston destined for New York delivery is made by the roads at the terminus of the rail line in Jersey City, in computing the total cost of transportation to New York the expense of carriage over from Jersey City is to be added to the rate charged to that point.
781. In case of a change of delivery of such shipments from New York to Jersey City and the maintenance after the change of the same rates to the latter as had been in force to the former city for a series of years preceding the change, the carriers are charging for a less service the compensation which they had presumably deemed adequate for a greater, and the rates as applied to Jersey City are *prima facie* excessive.
782. Where a carrier pays mileage for a car which it employs in the service of shippers it is the carrier and not the party or company from whom the car is rented who furnishes the car to the shipper, and in such case there is no privity of contract between the car owner and the shipper.
783. It is the duty of the carrier to furnish an adequate and suitable car equipment for all the business it undertakes, and also whatever is *essential* to the safety and preservation of the traffic in transit.
784. When carriers undertake the transportation of perishable traffic requiring refrigeration in transit, ice and the facilities for its transportation in connection with that traffic are incidental to the service of transportation, and the charge therefor is a charge "*in connection with*" such service within the meaning of section 1 of the act to regulate commerce, in respect to the reasonableness of which the carrier is subject to that provision of the statute.
785. *Held*, under the evidence in this case, (1) that on shipments of strawberries from Charleston to Jersey City the charge of 2 cents per quart for refrigeration en route is excessive; that the charge therefor should not exceed 1½ cents, and that the total charge per quart for the service of transportation on such shipments and necessary services "*in connection therewith*," including refrigeration, should not be in excess of 6 cents per quart; (2) that 1.5 cents per package should be deducted from the rate on vegetables shipped in standard barrels or barrel crates from Charleston to Jersey City in cases where the delivery of such vegetables has been changed from New York to Jersey City without a change in rates, and (3) that the rate on cabbages shipped in standard barrels or barrel crates from Charleston to Jersey City or New York should not exceed $\frac{3}{4}$ of the rate on potatoes so shipped.

In the matter of the application of the Southern Railway Company for relief from the operation of the fourth section of the act to regulate commerce.

786. Upon application of the Southern Railway Company for relief from the operation of the fourth section, so that it may charge less for longer than for shorter distances for the transportation of passengers to and from various points on its lines, and upon a showing of peculiar rail and water competition making rates to competitive points on a very considerable volume of passenger traffic so low as to afford insufficient revenue to the applying all-rail carrier, having a route more direct and therefore more convenient to the public, unless permitted to charge higher reasonable rates to intermediate stations, a temporary order, specifying the extent of relief, was granted.

In the matter of the application of The Southern Pacific Company, The Atchison, Topeka and Santa Fe Railroad Company, The Union Pacific Railway Company, The Rio Grande Western Railway Company, and The Denver and Rio Grande

Railroad Company for relief from the operation of the fourth section of the act to regulate commerce.

787. Upon application for relief from the operation of the fourth section, so as to permit the applying carriers and their connections to charge less for the transportation of oranges over their lines from California points to Atlantic seaboard ports than for shorter distances over the same line in the same direction, and upon a showing of market and water competition in the supply and transportation of oranges from foreign countries so severe as to preclude the California product, under rail rates ordinarily reasonable, from being marketed on the Atlantic seaboard, and of failure of the Florida orange crop, an order granting such relief for the period of sixty days was granted.

The Michigan Box Company v. The Flint and Pere Marquette Railroad Company, The Michigan Central Railroad Company, The Lake Shore and Michigan Southern Railway Company, The Canada Southern Railway Company, and The Chicago and Grand Trunk Railway Company. (6 I. C. C. Rep., 335.)

788. The railroad companies named as defendants established and maintained a rate of 15 cents per hundred pounds on box shooks, and a lower rate of 12 cents per hundred pounds on lumber, laths, and shingles carried from Bay City, Michigan, to Buffalo, Black Rock, Tonawanda, and Suspension Bridge, New York. A carload of lumber weighs about 36,000 pounds; a carload of box shooks or shingles weighs about 30,000 pounds. Lumber carried in carloads is worth from \$350 to \$800 per car; a carload of box shooks is worth about \$220. The freight charges on both lumber and box shooks are about \$43, and on shingles about \$36 per carload. The rates on these several products are the same from Bay City to Cleveland and ports on Lake Erie other than Buffalo, and to points in Illinois, Indiana, Ohio, and other States. *Held*, that the higher rate on box shooks was not justified, and was excessive.

789. After complaint and investigation, but before decision by the Commission, the carriers complained against the reduced rate to the extent that it was alleged to be excessive. *Held*, that any order in respect of the rate of charges is unnecessary now that they are no longer excessive.

790. Where reparation is asked to the extent of alleged excessive charges, the allegation being sustained, reasonable time will be allowed for making proof of amounts paid when the evidence produced shows excessive payments without disclosing the amount of excess.

S. J. Hill & Bro. v. Nashville, Chattanooga and St. Louis Railway Company, Western and Atlantic Railroad Company, East Tennessee, Virginia and Georgia Railway Company, Georgia Southern and Florida Railroad Company, Louisville and Nashville Railroad Company, and Savannah, Americus and Montgomery Railway Company. (6 I. C. C. Rep., 343.)

791. The competitive and basing point system under which railroad companies operating in the Southern Railway and Steamship Association territory elect distributing centers and competing points, reviewed, again condemned, and found to result in unreasonable and unlawful rates to points classed as local, and give favored business rivals unreasonable advantage.

792. In the absence of other influential conditions distance may be fairly considered a controlling element in fixing reasonable rates. The distance being in favor of one of two competing points, and neither the cost, the value of the service, nor other conditions of transportation in favor of the other, the shorter distance point can not justly be denied at least equal rates with the longer:

793. *Held*, on the facts in this case, that any higher rate from Nashville, Tenn., to Cordele, Ga., than to Albany and Americus, Ga., is unreasonable and unduly prejudicial to complainants.

794. Where carriers form an indirect line over which they transport freight and charge and receive greater compensation in the aggregate for a shorter than for a longer distance, the shorter being included within the longer: *Held* to be unlawful and in conflict with section 4 of the act to regulate commerce: and, *Held further*, the fact that a more direct line, over which the mileage to a longer distance point (Macon or Americus) by the indirect line is less than the mileage to a shorter distance point (Cordele) by such indirect line, may be or is formed and used in transporting grain to or from such longer distance point (Macon or Americus), does not alter or so change the conditions of transportation over the indirect line as to take it out of the rule of the statute.

Cordele Machine Shop v. Louisville and Nashville Railroad Company and Savannah, Americus and Montgomery Railway Company. (6 I. C. C. Rep., 361.)

795. While carriers operating shorter lines have the advantage, both in making rates and in carrying under them, they cannot dictate a system of charges which the operators of longer lines may not change as to their own roads, though it may be true as a rule, and as claimed by defendants, that, to get business, longer lines must take it as low as rates at the time in force over more direct routes.
796. The fourth section of the act to regulate commerce cuts off any presumption in favor of as great compensation for short as for long distances, and is based on the assumption that ordinarily a higher charge for a shorter distance is discriminating and excessive.
797. The Louisville and Nashville Railroad Company and the Savannah, Americus and Montgomery Railway Company, the defendants, unite in a joint tariff over their lines from Birmingham, Ala., to Cordele, Ga., and connecting at Cordele with the Georgia Southern and Florida Railway Company, the three companies form a line and join in a tariff through to Macon: *Held*, that the two companies first named may lawfully accept less for their haul to Cordele as a part of the through rate to Macon than they might lawfully charge for the haul to Cordele for local delivery; but when the defendants carry a ton of pig iron to Cordele destined to Macon, and receive for their share of the through tariff \$1.45, and when they carry it to Cordele for complainant they charge \$3.69, this charge is exorbitant and unduly prejudicial to complainant.
798. The system of rate making, under which a comparatively few places arbitrarily selected are designated competitive points, or basing points, and given preferential rates, while adjacent and less distant points are classed as local and made to pay very much higher rates, is at variance with all the equality provisions of the act to regulate commerce, including that which requires all rates to be reasonable and just. In this case it results in rates to Cordele which are unreasonable and unlawful, prejudicial to complainant, and gives its more favored rivals in Macon, Albany, and Americus unreasonable advantages.

The Independent Refiners' Association of Titusville, Pennsylvania, and The Independent Refiners' Association of Oil City, Pennsylvania, v. The Western New York and Pennsylvania Railroad Company, The New York, Lake Erie and Western Railroad Company, The Delaware and Hudson Canal Company, The Fitchburg Railroad Company, and The Boston and Maine Railroad Company.

The Independent Refiners' Association of Titusville, Pennsylvania, and The Independent Refiners' Association of Oil City, Pennsylvania, v. The Western New York and Pennsylvania Railroad Company, The New York, Lake Erie and Western Railroad Company, and The Lehigh Valley Railroad Company. (6 I. C. C. Rep., 378.)

799. On failure of the defendant common carriers to cease charging for the transportation over their respective roads of barrel packages containing oil shipped from points in western Pennsylvania to New York Harbor points and Boston and Boston points, or, as an alternative, promptly furnish tank cars to shippers of oil between said points, and to file and publish tariffs accordingly, and to make reparation to injured parties legally entitled thereto by refunding all sums received for carrying barrel packages containing oil shipped between said points when the use of tank cars for such shipments had not been open to shippers impartially, and shippers had been thereby deprived of their use, all of which was required of defendants by order entered in these cases on November 14, 1892, and upon the filing of itemized claims for reparation, due hearing of the claimants and defendants, and full investigation of the matters involved: *Held*, That the claims for reparation served upon defendant initial carriers by claimants, according to a stipulation entered into by the parties, are the claims to be considered in these cases. That the parties legally entitled to reparation under said order of November 14, 1892, are oil shippers from Titusville, Oil City, and vicinity who were members of the complaining associations at the time the complaints were filed, or subsequently, up to the date of the hearing at Titusville on May 15, 1894. That the time which the claims herein may properly cover is from September 3, 1888, when the practice of charging for carrying barrels containing oil was commenced by defendants, to May 15, 1894, when hearing on the claims was had. That the shipments as to which reparation should be made are those from Titusville, Oil City, or vicinity to New York or New York Harbor points, or Boston or points taking the

Boston rate, that passed over routes in which some one of the defendants was the carrier receiving the freight for transportation, initiating and controlling the method or mode of carriage and billing the freight through to destination at the aggregate rates of compensation charged. That the amount to be refunded is the charge collected by defendants for the transportation of barrels containing petroleum oil shipped and carried as aforesaid. That the defendants are severally liable for the full amount of damages proved in these cases to result from violation in which they or either of them participated.

800. The specific provision in the law for individual liability of carriers for the full amount of damages sustained through enforced payment of excessive transportation charges or other practices condemned in the statute makes it unnecessary that all the carriers over any particular route shall be before the Commission to enable it to direct reparation for wrongs which have been inflicted upon shippers under any such charge or practice.
801. Receivers of railroad companies are common carriers, subject to the prohibitions and requirements of and to regulation under the act to regulate commerce.
802. Where connecting carriers make a through route and establish through rates which apply as single charges for the whole service, they hold themselves out as carriers over such route at such rates, and must be prepared to furnish suitable "instrumentalities of shipment and carriage," so that the transportation may be conducted without wrong or injustice to those who desire to use the through line.
803. The mere circumstance that the Boston and Maine received a share of the total through charge which was equal to its individually established rate from Boston to the points of destination is altogether insufficient to make these shipments take on a purely local character over the Boston and Maine; and if the shipments were not in all essential respects local from Boston to the destination points, then they were through shipments over the through line of the connecting carriers, and must be so treated.
804. It appearing that the wrongs found to exist in these cases resulted from unequal conditions of carriage and shipment imposed by the defendants antecedent to the time of shipment, that the movement of the property depended upon the shipper's acceptance of conditions thus notified to him in advance, that he had to regulate his price for oil accordingly, and that the cost of transportation was borne by the claiming shippers: *Held*, That it is not material whether the claimants, who are all shippers, or whether the consignees paid the transportation charges. *Held, further*, That the violations of law found in these cases do not arise through any breach of contract, but from failure on the part of carriers to perform their public duties.
805. The Lehigh Valley Railroad Company, a common carrier, subject to the provisions of the act to regulate commerce, could not, by leasing its road, free itself from liabilities for practices made illegal by that statute; nor, after resuming operations of its property, pending proceedings against it to enforce statutory provisions so violated, and to recover damages for injuries sustained under such violations, can it claim exemption from liability during the time of the lease.
806. Shippers whose claims may be covered by the order entered herein on November 14, 1892, but which have not been served in these reparation proceedings, are, upon failure of defendants to make proper refund of excessive charges, entitled to proceed upon the basis of reparation prescribed in said order, to enforce their claims in the courts as provided by law.

The Independent Refiners' Association of Titusville, Pennsylvania, and The Independent Refiners' Association of Oil City, Pennsylvania, v. The Pennsylvania Railroad Company and The Western New York and Pennsylvania Railroad Company. (6 I. C. C. Rep., 449.)

807. Upon supplemental hearing a finding of fact in the report filed herein on November 14, 1892, and applying to the defendant The Pennsylvania Railroad Company, is changed so as to appear as a summary of certain evidence.
808. It appearing that defendants are and have been able to furnish a large number of tank cars for the shipment of petroleum oil, and that defendants' liability to make reparation to claimants in this case under the order of the Commission of November 14, 1892, depends upon whether the use of tank cars for shipments of oil over the defendant roads, or by the "Green Line," has been open to the claimants, or, if so, whether the delivering carrier made this privilege useless to claimants through discriminating exactions imposed at the terminal point; and, it also appearing that the claims in this

case require separate investigation, and that the present record does not enable the Commission to determine whether any of such claims are supported by facts as would bring them within the terms of the order of November 14, 1892: *Held*, That claimants' further remedy is by proceeding in the courts under section 16 of the act to regulate commerce.

Rice, Robinson and Witherop v. The Western New York and Pennsylvania Railroad Company. (6 I. C. C. Rep., 455.)

809. Complainants having filed a petition for reparation long after decision by the Commission and compliance therewith by the defendant carrier: *Held*, 1, That the case will not be reopened in a supplementary proceeding, which is only brought to secure reparation, for the purpose of ruling upon questions not decided in the original case; 2, that as to the reparation demanded for injuries which resulted from practices found unlawful in said decision, it would be unwise and unjust to amend a final order entered several years ago and promptly obeyed by the defendant carrier so as to subject such carrier to further requirements in favor of complainants in respect of violations corrected under said order.

E. J. Daniels v. The Chicago, Rock Island and Pacific Railway Company, The Burlington, Cedar Rapids and Northern Railway Company, The Sioux City and Northern Railroad Company, and The Chicago, Milwaukee and St. Paul Railway Company. (6 I. C. C. Rep., 458.)

E. J. Daniels v. The Great Northern Railway Company, The Sioux City and Northern Railroad Company, and The Chicago, Milwaukee and St. Paul Railway Company.

810. The word "line" as used in the statute means a physical line, not a mere business arrangement; and carriers are prohibited from charging through rates on traffic over a line formed by connection of two or more roads which are less, as a whole, than the rates in force on like traffic carried under similar conditions in the same direction over either of the constituent roads in such line.

811. While the share which a carrier receives out of a joint or through rate over a line of which its road is a part is not necessarily the measure of reasonable rates by such carrier for a similar length of haul over its own road, it is proper in any case under the statute to use the aggregate joint or through rate in force over such line as a basis of comparison in determining the legality of rates charged by such carrier over its own road.

812. The terms "reasonable and just," "unreasonable or unjust," "undue or unreasonable preference or advantage," "undue or unreasonable prejudice or disadvantage in any respect whatsoever," as used in the statute, imply comparison of relative locations, of natural and acquired advantages, of the reasonableness of charges *per se* and in their relation to other rates on the various lines which serve competing localities, and consideration of all the facts and circumstances which affect rates to different communities.

813. As through traffic from the Atlantic Seaboard to Sioux City and Sioux Falls is subjected to the same charges for the haul from Chicago or Duluth as traffic shipped locally from those places to either destination, and as rates from Eastern points to Chicago or Duluth do not, in any controlling degree, affect the present controversy and are not assailed by the complainant, it was unnecessary to make the Eastern carriers parties to this proceeding.

814. Complaints, though brought in the name of an individual, may challenge the entire schedule of rates to competing towns, and such cases, as distinguished from those involving individual grievances only, are peculiarly public in their nature, since they embrace in one proceeding the various business and industrial interests centered in cities and towns, as those interests may be affected by the charges of public carriers whose facilities are employed in the interchange of commerce.

815. The law requires regulation of railroad charges according to the ascertained rights of persons and places; it is not an agency for the regulation of trade by enabling shippers and communities to do business, or putting them on even terms with rivals more remote from competitive territory. Therefore, the fact that one town is able, under existing rates to and from that point, to compete with another town on practically even charges for the aggregate in and out transportation, can not be regarded as an excuse for any injustice in the rates to the former town; the rates to the two competing towns should accord with their relative situation.

816. Ordinarily, the rate per ton per mile diminishes with increasing length of haul, and it does not follow that Sioux Falls rates from Chicago should be

- 108 per cent of Sioux City rates because the short line distance from Chicago to Sioux Falls is 108 per cent of the short line distance to Sioux City.
817. A given relation in rates between competing towns, fairly equitable at the time of its adoption, may become, through business development and other changes in conditions, severely prejudicial to the town taking the higher schedule; and this is especially liable to occur when, additional lines of communication having been opened up to the latter locality, all the roads reaching that point agree to continue the old relation of rates to such points, notwithstanding its improved situation. Agreements between carriers, though designed to secure the orderly and lawful operation of the roads, can not be permitted to fasten upon neighboring localities a relation of rates which is unnatural or unjust. The "basing point" method of rate making, to the extent it is now employed, believed to be unnecessary to an adequate scheme of tariff construction.
818. Where carriers have maintained for a considerable period a relation of rates affecting an extensive territory, though somewhat more favorable to one community therein than appears to be justified, and commercial conditions there and elsewhere have become measurably dependent upon the continuance of that relation, it would ordinarily be inexpedient to increase rates at that point as the means of correcting relative injustice to another locality; in such case the only practicable remedy is to reduce the rates to the injured town.
819. The relative equality enjoined by the statute requires substantial modification of the present disparity in rates from Chicago to Sioux City and Sioux Falls, and under present conditions such disparity in rates from Duluth to Sioux City and Sioux Falls should be discontinued.

The Colorado Fuel and Iron Company *v.* The Southern Pacific Company; The Atchison, Topeka and Santa Fe Railroad Company; The Atlantic and Pacific Railroad Company; The Colorado Midland Railroad Company; The St. Louis and San Francisco Railway Company, and Aldace F. Walker, John J. McCook, and Joseph C. Wilson, receivers of said The Atchison, Topeka and Santa Fe Railroad Company; The Atlantic and Pacific Railroad Company, and The St. Louis and San Francisco Railway Company; The Burlington and Missouri River Railroad in Nebraska; The Chicago, Rock Island and Pacific Railway Company; The Denver and Rio Grande Railroad Company; The Missouri Pacific Railway Company; The Oregon and California Railroad Company; The Rio Grande Western Railway Company; The Southern California Railway Company; The Texas and Pacific Railway Company; The Union Pacific Railway Company, and S. H. H. Clark, Oliver W. Mink, E. Ellery Anderson, John W. Doane, and Frederic R. Condert, receivers thereof; The Union Pacific, Denver and Gulf Railway Company, and Frank Trumbull, receiver thereof. (6 I. C. C. Rep., 488.)

820. An offer of defendant carriers, made during the pendency of a case, to reduce the rates complained of, provided the Commission would relieve such carriers from the operation of the fourth section by granting an order permitting such reduced rates to be less than the charges of such carriers to intermediate points, is not an application for an order of relief under the fourth section. Such an order can only be granted upon the application and investigation required by law.
821. Excess of manufacturing cost to a complainant at one point over that of its competitors in other localities, by reason of inferior raw material and fuel, condition of its plant, cost of labor or other like causes, is not to be considered in ascertaining the rightful relative adjustment of rates from such places, nor does the magnitude of a complainant's enterprise, the number of persons for whom it provides employment and support, the developing results of its business upon the natural resources of a State, the impracticability of moving its plant to other localities, or the fact that it produces material largely used on railroads for construction or repair, entitle such complainant to different consideration in respect of just rates than individuals and small concerns should receive; but such facts demonstrate the far-reaching extent to which serious injury may be effected, directly and indirectly, by methods and practices which the statute was designed to prohibit.
822. Unreasonable disparity between the aggregate rates on hauls of different length to a common destination, whether by one carrier or by more than one jointly, resulting in undue advantage to one locality or business or disadvantage to another, is unlawful. It is lawful for a carrier, within reasonable limits, to accept less per ton per mile upon long hauls than upon short ones, and to widen the disparity between such rates per ton per mile as the difference in distance increases. Hence, the proportion received by some of

the carriers out of a long distance through rate is not necessarily the measure of the through rate which such carriers are entitled to make over a materially shorter distance, though such proportion is an important consideration in determining the rightful relation of the two through rates.

823. Water competition is altogether inadequate to account for the general relatively low rating of lumber, grain, and other staple or heavy goods to or between inland points, and that of a long list of commodities, including iron and steel, to San Francisco from Chicago and so-called Mississippi River and Missouri River points. Whatever may be the merits of carriers' competition as a defense of lower rates for longer than for shorter hauls, the former involving greater service and expense on the part of the carrier, better cause apparently exists for lower rates where, under higher ones, the traffic is subjected to such disadvantage or prejudice that it will not move at all.
824. It is for the interest of carriers as well as the public that their rates be low enough, if not below a remunerative point, to promote the general movement and distribution of low-class commodities, including iron and steel, which are in general demand for construction, building, manufacturing, and other purposes; and rates on steel rails and other commodities recognized as among the lowest classes of freight, which yield per ton per mile the average received by the carriers on all freight, would be unjust. The value of the goods, the cost of the service, the degree of risk to the carrier, among other considerations, have important bearing upon the relation of rates on different kinds of traffic, as well as the reasonableness of a rate on a specified article.
825. The action of a carrier in diverting through traffic from a shorter route over which it participates in carriage, so as to secure for itself greater aggregate revenue through a long haul by a different route over which it is also engaged in transportation, sometimes results in discriminations and prejudices, both as to rates and facilities; and inequality in treatment of shippers and localities, having no other justification than this end, is indefensible.
826. The shipment of iron and steel from foreign countries to San Francisco at low rates by water affects the iron and steel industry at Pueblo as well as at Eastern points in respect to participation in supplying that market.
827. Rates in force from Pueblo to San Francisco prohibit the movement of iron and steel articles from the former place to the latter, while greatly lower rates from other and far more distant points prevail on such traffic to San Francisco, and the carriers' cost of transportation is much less from Pueblo than from such more distant points of shipment: *Held*, upon all the facts and circumstances in the case, that such rates from Pueblo are unreasonable and unjust, and subject complainant, the localities in the State of Colorado where its industry is carried on, and its traffic in iron and steel articles to San Francisco to undue and unreasonable prejudice and disadvantage, and result in giving undue preference and unreasonable advantage to other shippers in the United States of iron and steel over the defendant roads to San Francisco.
828. Carriers' methods of making and publishing rates from Eastern points to the Pacific Coast criticised. Mere designation in a paper or circular of the means of arriving at rates by calculation or reference to other papers or tariffs does not constitute the rate sheet required to be published and filed by section six of the law. The reissuing by a carrier of a tariff of another line and by a supplement concurrently issued, limiting its use of the rates therein prescribed to such as are over a specified minimum, is reprehensible. The only satisfactory method of publishing rates is to definitely state the charges fixed between points clearly specified, without burdening and confusing the public with the need of making involved calculations or with scrutinizing a series of supplements to determine whether a particular rate has been changed since the original tariff was issued.

In the matter of the Safety of Employees and Travelers upon Railroads used in Interstate Commerce. (6 I. C. C. Rep., 332.)

829. Petitions of J. G. McCullough and E. B. Thomas, Receivers of the New York, Lake Erie and Western Railroad Company, and other carriers, for extension of time within which to comply with sections four and five of an Act of Congress entitled "An Act to promote the safety of employees and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their cars with automatic couplers and continuous brakes and their locomotives with driving-wheel brakes, and for other purposes," approved March 2, 1893. Time for placing grab irons and draw-bars of a standard height on cars extended.

Milton Evans v. The Union Pacific Railway Company and S. H. H. Clark, Oliver W. Mink, E. Ellery Anderson, John W. Doane, and Frederic R. Coudert, Receivers of said Union Pacific Railway Company; The Oregon Short Line and Utah Northern Railway Company Individually and as Operating the Railroad and Steamboat Lines of The Oregon Railway and Navigation Company, and S. H. H. Clark, Oliver W. Mink, E. Ellery Anderson, John W. Doane, and Frederic R. Coudert, Receivers of said Oregon Short Line and Utah Northern Railway Company; The Oregon Railway and Navigation Company, and Edwin McNeill, the Receiver of said Oregon Railway and Navigation Company. (6 I. C. C. Rep., 520.)

H. D. May v. Edwin McNeill, Receiver of The Oregon Railway and Navigation Company, and The Oregon Railway and Navigation Company.

830. Prior leave of a court which has appointed the receiver of a railroad company is not necessary to entitle a shipper to complain against such receiver in a proceeding before the Commission, nor is such leave necessary to give the Commission jurisdiction in such a proceeding.

831. A showing of substantial similarity in transportation conditions is necessary to make the rates of carriers in sections of the country other than that served by the defendant road proper standards of comparison in a case of alleged unjust and unreasonable charges.

832. Principles laid down in *Morrell v. Union Pac. R. Co.*, 4 Inters. Com. Rep., 469, 6 I. C. C. Rep., 121, and *Newland v. Northern Pac. R. Co.*, 4 Inters. Com. Rep., 474, 6 I. C. C. Rep., 131, reaffirmed and applied in these cases.

833. Upon complaints of unreasonable and unjust rates for the transportation of wheat from Walla Walla and Dayton, Wash., to Portland, Oreg., and after investigation and consideration of all the facts and circumstances in each case: *Held*, That the rates complained of were unjust and unreasonable; that reduced wheat rates put in force between said points during the pendency of these proceedings are still above reasonable and just charges for the service rendered; that the wheat rate from Walla Walla to Portland should not exceed 19½ cents per hundred pounds, or \$3.90 per ton; and the rate for the somewhat longer distance from Dayton to Portland should not exceed 20 cents per hundred pounds, or \$4 per ton. Complainants' claim for money reparation denied.

Alanson S. Page, Cadwell B. Benson, and Charles Tremain v. The Delaware, Lackawanna and Western Railroad Company, The New York Central and Hudson River Railroad Company, The Michigan Central Railroad Company. (6 I. C. C. Rep., 548.)

834. Under the "Act to regulate commerce" the Commission has continuing jurisdiction over the rates and practices of carriers subject to its provisions, and is not precluded from rehearing a particular case and amending or modifying its original order therein by the refusal of a circuit court of the United States to enforce such order against the carriers affected thereby, especially when the reasons assigned for such refusal do not relate to the principal question in controversy and are consistent with an approval of the amended or modified order.

835. The Commission is authorized and required in appropriate proceedings to determine whether rates or practices of carriers complained of are unlawful, and, if so, to what extent; and to require such carriers by suitable order to cease and desist not only from doing what is ascertained to be unlawful but from omitting to do what is found to be lawful.

836. In proceedings before the Commission complaining parties are not bound to include as defendants all carriers maintaining the rates or indulging in the practices complained of, but may proceed against the particular carrier or carriers whose lines are used or required by the complainants; nor can such carriers excuse disobedience of a lawful order of the Commission because other carriers, members of an association with them, were not made parties to the proceeding and have failed or refused to take action in conformity with such order.

837. The terms "reasonable and just," "unreasonable or unjust," "undue or unreasonable preference or advantage," "undue or unreasonable prejudice or disadvantage in any respect whatsoever," and "unjust discrimination," as used in the statute, imply comparison, and rates to be lawful must bear just relation to each other as well as be reasonable *per se*.

838. The elements of bulk, weight, value, and character of commodities are main considerations in determining approximately what freight articles are so analogous as to entitle them to the same classification.

839. When carriers have uniformly placed in the same class all grades of a particular commodity—for example, window shades—regardless of the difference in value between different grades or the size of cases used for shipment, such carriers will not incur greater risks than they have thus voluntarily

assumed, if the same practice is continued under a decision and order requiring a lower classification and rating for the great bulk of shipments of that commodity which are actually transported.

840. An order having been issued in this case on March 23, 1894, requiring the defendants to cease and desist from charging more than third-class rates for the transportation of window shades, and the circuit court of the United States having declined to enforce such order on the sole ground that it applied to shades having very high value as well as to the cheaper varieties: *Held*, upon rehearing before the Commission, that said order of March 23, 1894, should be vacated, and a new order entered containing the same general requirement, but with a proviso permitting the defendants to restrict their transportation of window shades at third-class rates to those limited to a specified maximum valuation at the time of shipment, and to prevent excessive undervaluation for transportation purposes of the much more expensive grades by such regulations as they may be advised are just and lawful.

In the matter of the application of the Fitchburg Railroad Company for Relief from the Operation of the fourth section of the Act to Regulate Commerce.

841. Upon application for relief from the operation of the fourth section, so as to authorize the petitioner to charge less upon east-bound shipments of bituminous coal for longer distances to Boston and points west thereof, to and including Waltham, Mass., than for shorter distances over the same line, in the same direction, to Roberts and points west thereof, to and including Shirley, Mass., and upon showing that such coal is also transported to Boston by sea, and that lower rates to the longer-distance points mentioned are necessary to enable petitioner to meet such competition, an order was granted allowing the petitioner temporarily and until further investigation to make a lower charge to the longer-distance points on such traffic to the extent of 5 cents per gross ton, subject, however, to revocation by the Commission with or without notice to petitioner at any time.

The Johnston-Larimer Dry Goods Company, complainant, *v.* The Atchison, Topeka and Santa Fé Railroad Company, and Aldace F. Walker, John J. McCook, and Joseph C. Wilson, Receivers thereof; The Gulf, Colorado and Santa Fé Railway Company; The St. Louis and San Francisco Railway Company, and Aldace F. Walker, John J. McCook, and Joseph C. Wilson, Receivers thereof; The International and Great Northern Railroad Company; The Houston and Texas Central Railroad Company; The Missouri, Kansas and Texas Railway Company; The Missouri Pacific Railway Company; The Chicago, Rock Island and Pacific Railway Company; The Chicago, Rock Island and Texas Railway Company; and The Atchison, Topeka and Santa Fé Railway Company, defendants. (6 I. C. C. Rep., 568.)

842. Rates for the transportation of cotton piece goods, molasses, sugar, rice, or coffee from Galveston, Houston, or other shipping point in Texas to Wichita, Kans., which are higher via defendant lines than rates on said commodities, respectively, from the same point of shipment to Kansas City and other "Missouri River points," *held*, to be in violation of the provisions of the act to regulate commerce requiring reasonable and just transportation charges, and forbidding undue or unreasonable prejudice or disadvantage to any person, firm, corporation, or locality, or particular description of traffic, in any respect whatsoever. *Held, further*, That such higher rates to Wichita than to Kansas City or other "Missouri River points" via the lines of the Atchison, Topeka and Santa Fé Railway Company, and the Chicago, Rock Island and Pacific Railway Company, are in contravention of the fourth section of the act to regulate commerce.
843. Defendants required to correct their methods of announcing rates, changes in rates, and exceptions to rate sheets by participating lines, so that their rate schedules will be readily intelligible to shippers and consignees.

Jerome Hill Cotton Company, complainant, *v.* The Missouri, Kansas and Texas Railway Company, defendant. (6 I. C. C. Rep., 601.)

844. A higher charge for a shorter than for a longer distance is sought to be justified by the existence of a compress at the longer-distance point, where cotton may be compressed and shipped thence to destination at less expense than cotton from the shorter distance can be hauled to the longer-distance point, there compressed, and hauled to destination, or, as is claimed, at less cost than it can be hauled to destination directly without compressing. The rate sheet in such case fixes a rate of charges from the shorter and longer distance points on flat or uncompressed cotton only, "with option of compression en route." In some cases the carrier avails itself of this option and has the shorter-distance cotton compressed, hauling it to the longer-distance point for that purpose; at other times it is carried directly

to destination without compressing, the charge to the shipper being the same in either case. *Held*, That when under this option system of rate making the carrier causes cotton to be compressed at its own cost and for its own benefit, any dissimilarity of circumstances resulting therefrom is of the carrier's own making, and does not take the traffic out of the general rule of the statute which forbids a greater charge for a shorter distance.

845. Where a carrier charges 70 and 80 cents per 100 pounds on cotton from Indian Territory points to St. Louis, and 75 cents for distances 400 to 600 miles longer, and had long had in force rates of 60 and 65 cents per 100 pounds from these Indian Territory points when it did not reach St. Louis over its own line, and at a time when the value of cotton was much higher, and its transportation more expensive than now; when it had made considerable reductions in its rates and charges generally, and upon 99 per cent or practically all its cotton rates except those in dispute; and when its rate on other freight, hauled and handled at greater expense, is much less than cotton rates; and where other roads in the same territory for like rates have much longer hauls. *Held*, That such charges of 70 and 80 cents are unreasonable, and to be reasonable should not exceed 60 and 65 cents per 100 pounds.

846. The financial necessities and conditions of the carrier should be considered and given proper weight in fixing rates, but are not controlling to the extent that, independent of other circumstances, any rates are reasonable until the earnings are sufficient to operate the road and meet all the obligations of the company. The stated obligations of the carriers between St. Louis and Texas, and St. Louis and the Indian Territory, to be met by earnings, are eight times as great on some as upon others, varying from less than \$13,000 to more than \$103,000 per mile; and to adjust reasonable rates on the basis of the bonds and stocks issued is impracticable.

E. D. McClelen, W. M. Elgin, Jabe C. Faughender, Roberts & Stewart, and John C. Woolf, *v.* The Southern Railway Company; The Pennsylvania Railroad Company; The Cumberland Valley Railroad Company; The Baltimore and Ohio Railroad Company; The Norfolk and Western Railroad Company and F. J. Kimball and Henry Fink, Receivers thereof; The Baltimore, Chesapeake and Richmond Steamboat Company. (6 I. C. C. Rep., 588.)

E. D. McClelen, W. M. Elgin, Jabe C. Faughender, Roberts & Stewart, and John C. Woolf *v.* The Southern Railway Company; The Chattanooga, Rome and Columbus Railroad Company and Eugene E. Jones, the Receiver thereof; The East and West Railroad Company.

847. The exaction, without lawful excuse, of a greater compensation in the aggregate for the shorter than for the longer haul over the same line in the same direction, the shorter being included in the longer, which is forbidden by section 4 of the act to regulate commerce, is only a form of unjust discrimination or undue preference, to which, it seems, Congress desired to call particular attention because of its prevalence in certain sections of the country.

848. Competition by a carrier subject to the act to regulate commerce, and all matters relative thereto, may be presented to the Commission for determination upon application of defendants for relief from the operation of the fourth section of the act, under the proviso to said act.

In the matter of Alleged Unlawful Transportation Charges by the Illinois Central Railroad Company. (6 I. C. C. Rep., 624.)

849. Application of combination rates to through and continuous shipments criticised as unjust.

850. Upon complaint forwarded by the Railroad Commission of Mississippi, and investigation thereon instituted by the Commission on its own motion, respondent materially reduced its rates of freight between Memphis, Tenn., and Coldwater, Miss., and other stations on its Memphis division, such rates having been the principal subject of testimony in the proceeding, but it also appearing that such rates should be further revised as to certain points and traffic specified, *held*, upon such action of respondent, and the disposition thus manifested to remove just cause of complaint and make the further revision required, that no order be entered at this time, and that all the matters involved be held open for such further action or investigation as, upon the application or petition of any interested party, may appear necessary.

The Board of Trade of the City of Lynchburg, Va.; Witt & Watkins; Bell, Barker & Jennings; Lewis & Jennings; Robinson, Tate & Co.; Rivermont Furniture Company; Stover, Marshall & Winfree; Kinnier, Montgomery & Co.; Guggenheimer & Co.; Hughes, Effinger & Co.; Gibbs, Hancock & Trinkle; Gilliam & Co., and Christian, Beasley & Co. *v.* The Old Dominion Steamship Company; The

Norfolk and Western Railroad Company and F. J. Kimball and Henry Fink, Receivers thereof; The East Tennessee, Virginia and Georgia Railway Company and Samuel Spencer, C. M. McGhee and Henry Fink, Receivers thereof; The Southern Railway Company. (6 I. C. C. Rep., 632.)

The Board of Trade of the City of Lynchburg, Va.: Witt & Watkins; Berry, Gilliam & Co.; Craddock, Terry & Co.; Bell, Barker & Jennings; Rivermont Furniture Company; Stover, Marshall & Winfree; Hughes, Effinger & Co.; Gibbs, Hancock & Trinkle, and Gilliam Co. *v.* The Merchants and Miners' Transportation Company; The Norfolk and Western Railroad Company and F. J. Kimball and Henry Fink, Receivers thereof; The East Tennessee, Virginia and Georgia Railway Company and Samuel Spencer, C. M. McGhee and Henry Fink, Receivers thereof; The Southern Railway Company.

851. Under the fourth section of the act to regulate commerce a carrier is not justified in charging more for the shorter than for the longer distance by competition at the longer distance point of other carriers which are themselves subject to that act, in the absence of authority from the Commission under the proviso clause of said section. *Trammell v. Clyde S. S. Co.* (Georgia R. Commission Cases), 5 I. C. C. Rep., 324, 4 Inters. Com. Rep., 120, cited and reaffirmed.

852. When rates are relatively unjust, so that undue preference is afforded to one locality or undue prejudice results to another, the law is violated and its penalties incurred, although the higher rate is not in itself excessive, and such rule is especially applicable where a given relation in rates, long continued and concededly equitable, is suddenly and almost completely reversed, merely because other carriers to the longer distance point have disregarded their legal duty.

853. During the period between May 29 and August 1, 1894, when greatly reduced rates were charged by defendants to Knoxville, Tenn., dealers at Lynchburg, Va., an intermediate locality, were entitled to rates over the defendant lines from New York, Providence, and Boston not greater than those accepted at the same time on like traffic over said lines to Knoxville, and the excess paid for transportation by the intervening Lynchburg dealers over contemporaneous rates to Knoxville was unlawfully collected.

The Commercial Club of Omaha *v.* The Chicago, Rock Island and Pacific Railway Company, The Chicago, Rock Island and Texas Railway Company, The Missouri Pacific Railway Company, The Burlington and Missouri River Railroad Company in Nebraska, the Kansas City, St. Joseph and Council Bluffs Railroad Company, The Missouri, Kansas and Texas Railway Company, The Atchison, Topeka and Santa Fe Railroad Company, and Aldace F. Walker, John J. McCook, and J. C. Wilson, Receivers thereof; The Gulf, Colorado and Santa Fe Railway Company, The Houston and Texas Central Railroad Company, The International and Great Northern Railroad Company, The Texas and Pacific Railway Company, The Chicago, Burlington and Quincy Railroad Company, and The Wabash Railroad Company. (6 I. C. C. Rep., 647.)

854. Carriers have no right to disregard distance and natural advantages for the purpose of bringing about commercial equality.

855. The practice, if lawful, of giving to Kansas City, on shipments from the west through Pueblo, Colorado Springs, Denver, and Cheyenne, and from the northwest through Cheyenne, rates not higher than on such shipments to Omaha, furnishes no warrant for giving Omaha rates from Texas points not higher than those to Kansas City, the circumstances and conditions in the two cases being substantially dissimilar.

856. Through rates are matters of contract between carriers composing through lines, and the Commission has no power to compel connecting carriers to contract with each other.

857. In a case before the Commission, instituted by complaint and strictly *inter partes*, matter not expressly put in issue by the pleadings or necessarily involved in issues so presented, can not be authoritatively determined by the Commission.

858. If in cases of shipments under a through bill of lading and a through rate the privilege of "stoppage in transit" at an intermediate point and trying the market there, and, if it be found unsatisfactory, of reshipping on to the point of original destination at the balance of the through rate, be lawful, the granting of it to one locality and denying of it to another under substantially similar circumstances, would be an unjust discrimination against the latter.

859. The maxima class rates between Omaha and Texas points should not be as high as those between Chicago and Texas points, and should not exceed those between Davenport, Rock Island and Moline and Texas points, and the rate on sirup from Omaha should not be in excess of that from Davenport.

In the matter of alleged unlawful rates and practices in the transportation of grain and grain products by the Atchison, Topeka & Santa Fé Railway Company, the Chicago Great Western Railway Company, and others. (7 I. C. C. Rep., 33.)

860. A railway company owning the entire stock of a development company, which had been organized for the purpose of holding the title to certain lands of the railway company, caused grain to be purchased in Kansas City in the name of the development company, transported over the lines of the railway company to Chicago, and there sold upon the market. The development company had no *bona fide* interest in the transaction. Neither the railway company nor the development company purchased the grain for the purposes of ownership, the whole transaction being simply a device to secure its transportation at other than the published rate; and the only rate paid was the profit upon the transaction, which varied with each shipment. *Held*, that this constituted a violation of the 2d, 3d, and 6th sections of the act to regulate commerce.

861. *Haddock v. Delaware, L. & W. R. Co.* (4 I. C. C. Rep., 296; 3 Inters. Com. Rep., 302), and *Coxe Bros. & Co. v. Lehigh Valley R. Co.* (4 I. C. C. Rep., 535; 3 Inters. Com. Rep., 460), distinguished.

Wolf Brothers v. Allegheny Valley Railway Company and others. (7 I. C. C. Rep., 40.)

862. Complainants' open-end envelopes, though made by a different and cheaper process than that employed in the manufacture of other open-end or side envelopes, and usually from an inferior grade of paper, are nevertheless made, used, and shipped like merchandise envelopes, and not like paper bags, which defendants place in a lower class; and rating complainants' envelopes in the higher class provided for merchandise envelopes is not unlawful.

W. R. Rea v. Mobile and Ohio Railroad Company. (7 I. C. C. Rep., 43.)

863. Posting notices in a railway station that all rates are on file in the office of the station agent and may be examined upon application to such agent does not constitute compliance with the requirements of the act to regulate commerce in respect to the posting by a common carrier of printed schedules showing its rates, fares, and charges.

864. Evidence presented concerning defendant's alleged unlawful practice of charging second-class rates on beans, while tomatoes are carried by it at rates provided for third-class articles—*Held* not sufficient to justify an order requiring a change in classification; *Held*, further, that the present difference of almost one-half in the rate on beans and tomatoes shipped from Verona, Miss., to East St. Louis, Ill., the actual cost of transportation being nearly the same, ought to be remedied.

865. Group rates of 70 cents on second-class articles and 44 cents on third class applying within a distance of 271 miles from Prichard, Ala., to Verona, Miss., on shipments over an extreme distance of 640 miles to East St. Louis, and which in the next 200 miles fall to 30 cents, second class, and 22 cents, third class—*Held*, *prima facie* unreasonable and unjustly discriminating against points within the group which are nearer to East St. Louis and unlawful as to shipment from Verona.

866. Issuance of order in regard to defendant's group-rate practice suspended, and case held open to permit readjustment of rates by defendant, but with leave to complainant to file such application for an order in that respect as may be necessary, and with leave, also, to either party to introduce further evidence.

867. Complainant offered the defendant a carload of potatoes at Verona, Miss., and asked that the shipment be forwarded to Cleveland, Ohio, via a connecting line with which defendant had at the time through billing arrangements and through rates, but defendant's agent refused to receive and route the shipment in accordance with such direction, and complainant was thereby damaged to the extent of \$100. *Held*, that complainant was entitled to have his merchandise carried over the route which he directed, and that the failure of defendant to receive and forward the shipment accordingly was a discrimination against complainant in violation of the act to regulate commerce. Reparation ordered.

The Board of Railroad and Warehouse Commissioners of the State of Missouri v. The Eureka Springs Railway Company. (7 I. C. C. Rep., 69.)

868. The through rate over a railroad 18½ miles long (10½ miles in Arkansas and 8 in Missouri) was \$1.85, 10 cents per mile. The local charges between the stations in Arkansas were on the basis of 5 cents per mile, any higher charge being unlawful under the statute of the State. On roads of this class in Missouri the rate authorized is 4 cents to the mile. The net earn-

ings are in excess of a moderate return on the actual investments of the railway company, but are less than in former years. *Held*, That the through rate is unreasonable and unjust and *Held further*, That any through rate over the road in excess of \$1.20 (6½ cents per mile) is unreasonable and unlawful.

W. H. Boyer & Co. v. The Chesapeake, Ohio and Southwestern Railway Company; The Ohio and Mississippi Railway Company; The Baltimore and Ohio Railroad Company; The Illinois Central Railroad Company. (7 I. C. C. Rep., 55.)

869. The defendant carriers charged 29 cents per 100 pounds on cotton-seed meal from Memphis to Philadelphia, and 34 cents from Dyersburg, a shorter-distance intermediate point on the same line. After hearing, the line or road of one of the companies complained against passed into the control of, and was being operated by, a company not a party to the proceeding. This company, on being made a party, answered that it had put in effect the same rate, 26 cents, from both Memphis and Dyersburg, which, on further investigation, was found to be the fact.

Held, The cause of complaint being removed, the statute substantially complied with, reparation was made. No order was necessary, and the case was dismissed.

In the matter of alleged violations of the fourth section of the act to regulate commerce by the Atchison, Topeka and Santa Fé Railway Company, and the receivers thereof, and others.

870. No disturbance of rates, secret or open, creates such dissimilarity of circumstances and conditions under section 4 of the act to regulate commerce as will justify either of two or more competing carriers subject to that act in charging more for the short than for the long haul, without an order of the Commission. (7 I. C. C. Rep., 61).

Charles M. Willson v. Rock Creek Railway Company of the District of Columbia. (7 I. C. C. Rep., 83).

871. The defendant, operating a line of electric railway lying partly in the District of Columbia and partly in the State of Maryland, is subject to the provisions of the act to regulate commerce, although it appears to be constructed upon or along public highways, and is essentially a street surface road for the conveyance of urban and suburban passengers. *Yeomans and Prouty*, Commissioners, dissenting.

872. All internal commerce is either State or interstate. Commerce carried on between the State of Maryland and the District of Columbia is not subject to regulation by Maryland laws, and is therefore within the jurisdiction of Congress.

873. The defendant railway company and a land company owning land and a suburban hotel along the line of railway are distinct corporations, but under substantially the same ownership and control. The land company purchased passenger tickets of the railway company at full rates of fare and sold them at half rates to guests of its hotel to persons residing upon land which it had sold or otherwise transferred and to others, but refused to sell such tickets at half rates to complainant, who, though living in the same locality, resided upon ground not acquired from the land company. *Held*, Upon the evidence presented, that no discrimination was practised by the railway company; that the community of interest between the two corporations resulting from common ownership was not made a device for enabling the railway company to evade its legal obligations; and that the action of the land company in discriminating between persons in the sale of tickets for the benefit of its separate business is not subject to correction by this Commission. *Morrison and Clements*, Commissioners, dissenting.

874. Defendant charged one fare of 5 cents for the ride in Maryland and another for the ride in the District of Columbia, selling, however, six tickets for 25 cents, good for passage in either the District or State, making a through fare of 10 cents, or two such tickets for a continuous ride between Maryland and the District, the total length of its road being about 7½ miles. *Held*, That unreasonableness can not be presumed from the amount of fare so charged and the other facts incidentally appearing, no direct evidence upon that question having been presented.

875. Complaint to be dismissed without prejudice, unless complainant shall file application for rehearing.

Milk Producers' Protective Association, complainant, v. The Delaware, Lackawanna and Western Railroad Company; New York, Ontario and Western Railway Company; New York, Lake Erie and Western Railroad Company, and J. G. McCullough and E. B. Thomas, the receivers thereof; New York, Susquehanna and

Western Railroad Company; Pennsylvania, Poughkeepsie and Boston Railroad Company, and Henry H. Kingston, the receiver thereof; Lehigh Valley Railroad Company; New York, New Haven and Hartford Railroad Company; Lehigh and Hudson River Railway Company; The President, Managers, and Company of the Delaware and Hudson Canal Company; Albany and Susquehanna Railroad Company; Philadelphia, Reading and New England Railroad Company, and J. K. O. Sherwood, receiver thereof; New York Central and Hudson River Railroad Company; West Shore Railroad Company; Wallkill Valley Railroad Company; Ulster and Delaware Railroad Company; Elmira, Cortland and Northern Railroad Company; Lehigh and New England Railroad Company; and The Erie Railroad Company, defendants. (7 I. C. C. Rep., 92.)

876. The complaining Milk Producers' Association, whether representing its own members or specially authorized to represent other shippers, or assuming in addition to represent shippers engaged in the same industry on some of the defendant lines, was entitled to bring and maintain this proceeding, affecting rates on milk supplied for a common market, against all the defendants engaged in carrying for that market. A defendant carrier is not entitled to have a complaint dismissed as to it "because of the absence of direct damage to the complainant," and it is the duty of the Commission, under express direction in the act, to "execute and enforce" the provisions of the statute.

877. The defendant, The New York, Susquehanna and Western Railroad Company, engaged in the transportation of milk and cream from points in the State of New York, through the State of New Jersey, to the city of New York, is subject to regulation under the act to regulate commerce in respect of such transportation.

878. Charging the same aggregate rates on like traffic for longer and shorter distances over the same line in the same direction does not contravene the provisions of section 4 of the act to regulate commerce.

879. The free transportation of shippers or dealers between State or interstate points on account of interstate freight traffic furnished to the carrier is unlawful.

880. Whether an agreement entered into by a carrier mainly for the purpose of developing its milk traffic, and under which compensation is afforded to the other contracting party equal to a considerable share of the gross receipts from such traffic, involves extravagant expenditure of revenue and is disadvantageous to the carrier is matter for it to determine; but extraordinary or unnecessary cost of operation or management cannot be permitted to excuse unreasonable or unjust rates, discriminations, preferences, or prejudices.

881. Charging the same rate per quart on milk in 40-quart cans and in bottles usually of one quart capacity and packed in cases, found to constitute discrimination in favor of the bottle method of shipment, but, for reasons stated, *Held*, That the proper relation of rates as between can and bottle milk from all points of shipment need not now be determined.

882. A uniform or blanket rate on milk, and also on cream from all stations on the defendant lines to Weehawken, Hoboken, and Jersey City, N. J., or through Jersey City to New York, N. Y., namely, 32 cents on milk and 50 cents on cream per can of 40 quarts, regardless of distance or difference in amount of service rendered, *Held*, To be unreasonable, unjust, and unduly prejudicial and disadvantageous to producers and shippers nearer the points of delivery, and in violation of sections 1 and 3 of the act to regulate commerce.

883. Upon all the facts and circumstances, including the peculiarities of defendants' milk and cream transportation service, *Held*,

That instead of the present method of charging uniform rates per 40-quart can of 32 cents on milk and 50 cents on cream from all interstate shipping stations on the defendant lines west of the Hudson River to the respective points of delivery in Weehawken, Hoboken, and Jersey City, N. J., there should be at least four divisions or groups of stations, the first group extending 40 miles from the terminal in New Jersey, the second covering a distance of 60 miles and ending about 100 miles from such terminal, the third embracing stations within the next 90 miles and extending about 190 miles from the terminal, and the fourth comprising stations beyond 190 miles from the point of delivery.

That the rates charged on milk in 40-quart cans should not exceed 23 cents from the first or 40-mile group of stations, 26 cents from the second or 60-mile group, nor 29 cents from the third or 90-mile group, and that the present rate of 32 cents from stations more distant than 190 miles is not unreasonable; that a rate on cream in cans which is 18 cents higher than the rate on milk in 40-quart cans, the present difference, is not unreasonable or unjust; that such group distances and rates should apply on the branches as well as on the main lines, and that the resulting relations of

rates should be maintained; that any reductions that may be made in the present rate per quart on milk or cream in bottles should be followed by a corresponding change in the rate for each group on milk or cream in 40-quart cans.

That the distance on the Ulster and Delaware road covered by the third group should be limited to 30 miles, and stations on that road more than 130 miles from Weehawken *via* the West Shore road should constitute its fourth group; that by short-line distances all points on the Wallkill Valley and Lehigh and Hudson River roads are within the second group, and rates from such stations should not exceed those applicable for the second group; that the Erie Railroad Company should charge third group rates from points on its Carbondale branch, which can be reached over distances less than 190 miles *via* the Scranton branch of the Ontario and Western, and such relief from the operation of the 4th section is granted to the Erie Company as may be necessary to enable it to lawfully make such charges effective; that the defendant, the New York, Susquehanna and Western Railroad Company, is entitled on shipments of milk and cream from New York points which it carries through New Jersey and delivers in New York City to charge such an addition to its rate to Jersey City, N. J., as is reasonably warranted by the greater cost of delivery in New York City.

In the matter of the application of the Great Northern Railway Company, The Northern Pacific Railway Company, The Union Pacific Railway Company, The Atchison, Topeka and Santa Fe Railway Company, The Chicago and Alton Railroad Company, The Wabash Railroad Company, The Burlington, Cedar Rapids and Northern Railway Company, The Chicago and Northwestern Railway Company, The Chicago and Grand Trunk Railway Company, The Chicago, Burlington and Northern Railroad Company, The Chicago, Burlington and Quincy Railroad Company, The Chicago Great Western Railway Company, The Chicago, Milwaukee and St. Paul Railway Company, The Chicago, Rock Island and Pacific Railway Company, The Chicago, St. Paul, Minneapolis and Omaha Railway Company, The Minneapolis and St. Louis Railroad Company, The Wisconsin Central Railroad Company, The Grand Trunk Railway Company of Canada, and The Spokane Falls and Northern Railway Company for relief from the operation of the fourth section of the act to regulate commerce.

884. Upon application for relief from the operation of the fourth section and showing of competition by the Canadian Pacific Railway, a line wholly in Canada, a temporary order was granted authorizing the petitioners to charge less for the transportation of passengers both east bound and west bound for the longer distances between points in the "Kootenai district," in British Columbia, Dominion of Canada, and points upon the Detroit and St. Clair rivers and easterly thereof in said Dominion, and in that portion of the New England States reached directly by the rails of the Grand Trunk Railway, than for the shorter distances to intermediate points, but not less than those charged by the Canadian Pacific Railway for transportation of passengers between the same points.

In the matter of the Tariffs and Classification of the Pennsylvania Railroad Company and Other Companies. (7 I. C. C. Rep., 177.)

885. Investigation of freight rates charged by carriers to southern points during a rate war in June and July, 1894 (report of which was duly made and published—Eighth Ann. Rep. Int. Com. Com., 20-24), discontinued on supplemental report and opinion stating the restoration on August 1, 1894, of rates in force prior to June of that year, and citing decision of Commission awarding reparation to injured merchants and dealers at Lynchburg, Va. (6 I. C. C. Rep., 632.)

Freight Bureau of the Cincinnati Chamber of Commerce *v.* Cincinnati, New Orleans and Texas Pacific Railway Company, Louisville and Nashville Railroad Company, *et al.* (7 I. C. C. Rep., 180.)

886. A city is entitled to benefits arising from its location, and the fact that it enjoys exceptional advantages in one respect is no reason why it should be subjected to discrimination in other respects.
887. The location of Cincinnati upon the north bank of the Ohio River, and the fact that railroads leading south must cross that river by expensive bridges for which an arbitrary toll is charged, or allowed in the division of rates, justify some higher differential from Cincinnati over rates from Louisville, on the south bank of the river, to destination points in so-called "Montgomery and Southwestern territory."

888. Distance is an important element in the determination of rates, and in the absence of other influences it is a controlling factor. When carriers claim justification for higher rates from a competing locality on the ground of greater distance, and the complainant, representing such locality, fails to show circumstances which operate to eliminate distance from consideration or to counteract its influence, such higher rates, if made in accordance with the principle of distance, will not be held unreasonable.

889. While existing differentials which result in higher freight rates from Cincinnati than from Louisville to "Montgomery territory" and "Southwestern territory" may, as a whole, discriminate against Cincinnati, the inequality arises, if it exists, through combinations of rates to Cincinnati and Louisville from territory north of the Ohio River with rates from those points south; there is no showing whether the fault lies with rates north or south of the river, and neither of the carriers operating north of the river is a party to this proceeding. It fairly appears, on the other hand, that if such differentials were entirely abolished, the rates from a large section north of the Ohio would be against Louisville. The complainant asks in its petition that the higher rates from Cincinnati than from Louisville be prohibited; readjustment of present rates is not prayed for, and only the fact of distance is presented as a basis for determining whether the higher rates from Cincinnati are unjust, or what rates would be just. *Held*, That the complaint should be dismissed without prejudice.

Mount Vernon Milling Company v. Chicago, Milwaukee and St. Paul Railway Company. (7 I. C. C. Rep., 194.)

890. Defendant's failure or refusal to provide at its own cost and thereafter maintain a spur or side track from its main line to complainant's mill and elevator at Mount Vernon, S. D., was not, by the evidence adduced as to the provision and maintenance of side tracks from defendant's line to mills or elevators at other points in South Dakota, shown to be in violation of section 3 of the act to regulate commerce.

Charles G. Freeman v. Atchison, Topeka and Santa Fe Railroad Company, and Aldace F. Walker and John J. McCook, Receivers thereof; Chicago, Rock Island and Pacific Railway Company; Kansas City, Fort Scott and Memphis Railroad Company; Missouri, Kansas and Texas Railway Company; St. Louis and San Francisco Railway Company, and Aldace F. Walker and John J. McCook, Receivers thereof; St. Louis, Iron Mountain and Southern Railway Company; St. Louis Southwestern Railway Company; Southern Pacific Company, and Texas and Pacific Railway Company. (7 I. C. C. Rep., 202.)

891. A combination rate of 72 cents on potatoes in carloads from Cadillac, Mich., via Grand Rapids, Mich., to Texas common points, made effective since this proceeding was instituted, was a reduction of 5 cents in the rate complained of, and was a substantial satisfaction of the complaint; but it appeared that local rates in force to and from the Mississippi River were charged on said shipments from Cadillac, while defendants, operating west of that river, accepted less than their said charges west of the river on like shipments which originated at Grand Rapids, Mich., and other points in so-called Detroit-Cleveland territory. *Held*, That without approving defendants' system of shrinking rates, the complaint should be dismissed without prejudice.

Paine Brothers & Co. v. Lehigh Valley Railroad Company; Philadelphia and Reading Railroad Company, and Joseph S. Harris, Edward M. Paxson, and John Lowber Welsh, receivers thereof; Central Railroad Company of New Jersey; Wilmington and Northern Railroad Company; New York, Susquehanna and Western Railroad Company; Erie Railroad Company; Delaware and Hudson Canal Company; New England Railroad Company; Fitchburg Railroad Company; Fall Brook Railway Company; Delaware, Lackawanna and Western Railroad Company; Central Vermont Railroad Company, and E. C. Smith and Charles M. Hays, receivers thereof; New York Central and Hudson River Railroad Company. (7 I. C. C. Rep., 218.)

892. Defendants established rates on "ex-lake" grain from Buffalo, N. Y., to New York and Philadelphia, and points taking New York and Philadelphia rates, which were lower on so-called cargo lots of 10,000 bushels of oats and 8,000 bushels of other grain than on shipments of oats and such other grain in carload lots, but afterwards modified their tariffs so that, with few exceptions, the lower rates for cargo lots were restricted to export shipments. Such modification of tariffs removed the principal grievance complained of, and no evidence was offered concerning rates on shipments of grain for export. *Held*, That the principle involved under lower rates for cargo or trainload

quantities than for carload shipments, whether for export or domestic use, violates the rule of equality and tends to defeat its just and wholesome purpose; and such purpose is not fully accomplished by making all cargo shippers pay the same rate and charging all carload shippers alike. That defendants should reconsider their grain tariffs with a view to amendment thereof in accordance with the opinion herein expressed, and that the case be held open for such further action as may be deemed appropriate.

The New York, New Haven and Hartford Railroad Company v. Thomas C. Platt and Marsden J. Perry, receivers of the New York and New England Railroad Company. (7 I. C. C. Rep., 323.)

893. Rates established by a single carrier "upon its route" and shown on individual tariffs, and joint rates "over continuous lines or routes operated by more than one carrier" shown on joint tariffs, are the rates authorized by section 6 of the act to regulate commerce, and required to be posted at stations and filed with the commission. The word "joint," and the express reference in the statute to the *several* carriers over a continuous line and the joint tariffs which they *establish*, import concurrence and assent in fixing aggregate rates for a combined service, as distinguished from the separate rates of a single carrier for transportation "upon its route."
894. Joint rates may be so divided between the carriers that each receives less than its established local rate, or so that the full local charge is secured by one or more of the carriers, the other party or parties accepting less than local rates, but whatever the basis of division, the essential feature of such rates is that the connecting carriers have agreed or mutually consented to carry traffic over the connecting line for a less aggregate charge than the sum of their established local rates.
895. In the absence of some agreement or understanding with a connecting line by which a joint tariff of rates is authorized, a given carrier can not lawfully publish or apply any other rates than those which it fixes for transportation between points reached by its railroad; and the rates so fixed are the only lawful rates which such carrier can charge for any transportation service which it may perform, whether the traffic carried is destined to points on its own road or to points on the line of some other carrier.
896. A carrier which has published and filed its rates as the law requires may combine such rates with the lawfully established rates of a connecting carrier or carriers, and thus announce the aggregate amount for which traffic will be transported from points on its railroad to points on the line of such connecting carrier or carriers; but one carrier can not lawfully add to the duly established rates of another carrier any amount it pleases less than its own local rates, and publish and use that sum as a through rate to points on the line of such other carrier without its consent. Such a through rate is not a "joint rate," for joint rates can be made only by concurrence or assent; nor is it a combination rate, for one of its component parts has no legal existence or sanction as a separate or local charge; there must be lawful rates upon each of the roads before there can be a lawful combination of rates.
897. While through routes and reduced through rates, which would facilitate the movement of traffic and thereby benefit the public, are in some cases prevented by the unreasonable refusal of carriers to unite in granting such facilities, and the statute was apparently designed to require connecting carriers to join in the formation of through routes at lower aggregate rates than a combination of locals, the machinery necessary to accomplish that purpose is not provided, and the commission has repeatedly called attention to this defect in the law.
898. Defendant published a schedule purporting to be a joint tariff of rates on coal from a point on its road to a number of destinations reached by the complainant railroad company, whereby the complainant company received its full local charges to said destinations from junction points with defendant's road, and the defendant accepted the remainder, which was in each instance less than its established local rate from the place of shipment to the point of connection. Complainant, which also carried coal to the same destinations by a longer route over its own rails, thereby securing greater compensation than was afforded from coal coming to it by defendant's road, refused to unite in the rates named by defendant in said so-called joint tariff, and protested against the use of such rates by a connecting carrier as unauthorized and unlawful for want of mutual consent. *Held*, That the complaint should be sustained and the defendant company be required to cease and desist from publishing or applying through rates to points on complainant's lines which are less than the sums of their respective local charges.

In the matter of alleged unlawful rates and practices in the transportation of grain and grain products by Atchison, Topeka and Santa Fé Railway Company and others. (7 I. C. C. Rep., 240.)

899. Shipments of grain were carried to Kansas City, Mo., from points west thereof at local rates, and quantities of grain were afterwards reshipped and rebilled from Kansas City to Chicago or other destinations at the balance of the established through rate from the original point of shipment to Chicago or other ultimate destination, instead of the higher local rate in force from Kansas City to such destination. There was no agreement for through carriage between shipper and carrier at the original point of shipment, no other destination than Kansas City was named, and upon carriage of the grain to that point and delivery to consignee the transportation was completed and the local rate in effect to Kansas City was paid; but the practice was to allow the consignee or other owner of grain at Kansas City to ship from Kansas City to Chicago and other points at the "balance of the through rate," upon presentation of the paid expense bill to Kansas City and certification by a joint agent of carriers at Kansas City. Under this "expense bill" practice it was practicable, through transfer of expense bills, to secure a lower "balance of through rate" than would result from deducting the local rate between the actual point of origin and Kansas City from the through rate between said point of origin and the final destination, and other rate manipulations were possible. *Held*, That such shipment and reshipment did not constitute a through shipment from the point of origin to the point of final destination, and grain so shipped and reshipped was not entitled to the benefit of the through rate in force. *Held, further*, That the shipment from the point of origin to Kansas City was local, resulting in the grain becoming Kansas City grain, and the fact that it had come from a point farther west was no reason for applying on shipments of such grain from Kansas City any less or different rate than was in force from Kansas City.
900. No opinion upon the practices of milling or reconsigning or holding in transit, if the shipment is a through shipment upon a through rate, is expressed. *Brewer & Hanleiter v. Louisville and Nashville Railroad Company; Nashville, Chattanooga and St. Louis Railway Company; Western and Atlantic Railroad Company; Central of Georgia Railway Company.* (7 I. C. C. Rep., 224.)
901. Rates charged by defendants for the transportation of freight articles from Cincinnati, Ohio, and Louisville, Ky., to Griffin, Ga., are materially higher than their rates on like traffic carried from Cincinnati and Louisville through Griffin to Macon, Ga., and Griffin and Macon are competing localities. *Held*, Upon the facts, that Griffin is entitled to Macon rates from Louisville and Cincinnati, and that charging any higher rate to Griffin is an unjust discrimination under section 3 of the act to regulate commerce.
902. Water competition, to justify higher shorter distance charges under the fourth section must be actual competition for the transportation involved, and such as to dictate the rate by rail. A railroad rate so low as to drive water transportation out of existence can not be justified by showing the possibility of water competition; the law permits railroads to *meet*, not to *extinguish*, such competition.
903. Competition between markets, or between carriers subject to the regulating statute, does not create such dissimilarity of circumstances and conditions as will justify carriers in charging more for the short than for the long haul, under the fourth section, without an order of the commission.
904. Defendants are engaged in competition with other carriers by railroad in the transportation of freight to both Griffin and Macon, Ga., but the defendants and their competitors make greatly lower rates from Louisville and Cincinnati for the longer distance to Macon than for the shorter distance to Griffin, which is an intermediate point between Atlanta and Macon. While the rates to Atlanta and Macon are substantially the same, such rates to Griffin are the rates to Atlanta added to local rates from Atlanta to Griffin. Rates for the transportation of freight from New York and other eastern points to Griffin and Macon are practically the same. Although there is railroad competition for traffic to Griffin as well as to Macon, the carriers from Louisville and Cincinnati, while making low rates on account of such competition to Macon, refuse to establish like rates for Griffin. *Held*, That if there can be exceptional instances in which competition between carriers subject to the act may create the dissimilarity of circumstances and conditions under the fourth section, this case, where such competition is shown at both the shorter and longer distance points, is not one of them.
905. Railroad companies have the right to earn a proper return upon some investment; just what has not been very definitely determined; but in earning

such return they must operate their properties in accordance with the provisions of the statute forbidding discrimination between localities and charging more for the short than for the long haul.

Suffern, Hunt & Co. v. Indiana, Decatur and Western Railway Company. (7 I. C. C. Rep., 255.)

Suffern, Hunt & Co. v. Indiana, Decatur and Western Railway Company and Cincinnati, Hamilton and Dayton Railway Company.

906. Rules or regulations which in any wise change, affect, or determine any part or the aggregate of a carrier's rates, fares, or charges must be shown separately upon the carrier's posted schedules of rates, fares, and charges; and any such rules or regulations promulgated by the carrier in circulars issued independently of its rate schedules are not lawfully in force.
907. Rules or regulations which, if enforced, would result in changing or affecting rates or charges shown on published schedules, must be notified to the public for the time required by law for other rate changes. The notice should set forth the changes proposed to be made in the schedules then in effect, and such changes must be shown by printing new schedules or be plainly indicated upon the schedules in force at the time.
908. Circulars issued by a railway company prescribed maximum and minimum carload weights for grain depending upon the capacity of the car furnished by the railway company to the shipper; the rules so prescribed were not shown upon the carrier's posted schedules of rates and charges; and application of the rules to three carload shipments of corn carried for complainant resulted in materially increasing the charges above those in force under the carrier's published rate schedules. *Held*, That complainant only had to consult the schedule showing defendant's rates and charges, and that complainant is entitled to recover charges collected on its shipments in excess of those set forth in such schedule.
909. Under judicial interpretation of the statute, shippers and consignees cannot depend for the lawful rate or charge upon what may be quoted by the carrier's agent, but they must be guided by the published rate sheets themselves; and this emphasizes the duty of carriers to make their schedules of rates comply precisely with the mandatory provisions in the statute concerning the contents and publication of such schedules, so that shippers may readily and accurately determine therefrom what rates, and what transportation rules affecting rates, are actually in force for a particular service.
910. The fact that circulars containing rules concerning carload weights had been filed with the Commission, and no opinion had been thereupon expressed by the Commission as to the legality thereof, raises no presumption of approval by the Commission of the rules or regulations therein set forth, or of the manner in which they were established.
911. A carrier which had not provided track scales at stations prescribed a rule or regulation forbidding shippers to load grain in cars beyond a specified weight above the marked capacity under a so-called "penalty" of increased rates on the excess weight. *Held*, That such rule or regulation, if properly established, is not unlawful, provided the increase in charges for excessive weight is not unreasonable, and the margin between such maximum and the carrier's minimum carload weight for grain is so wide that shippers may, without scales, readily comply with both rules.
912. A carrier enforced minimum carload weights for corn and other grain (except oats) which were 4,000 pounds less than the capacity of the car furnished by the carrier; the capacity of the car ordered by the shipper when such order could not be complied with, but this only on application to the superintendent, thus entailing more or less delay and sometimes loss to shippers; the capacity of the car furnished by the carrier on shipments destined to Indianapolis; and a general minimum weight of 28,000 pounds. *Held*, Upon all the facts, that minimum carload weights for corn or other grain which vary with the size of cars furnished by the carrier are unreasonable and unjust and operate to subject complainant and other shippers to unjust discrimination and undue prejudice and disadvantage; and that the carrier should establish a fixed, reasonable, and just minimum carload weight for corn and for each other kind of grain.

In the matter of the application of the Chicago and Eastern Illinois Railroad Company for relief from the operation of the fourth section of the act to regulate commerce.

913. Upon application for relief from the operation of the fourth section, and upon showing of competition by shorter lines and that petitioner is able to utilize returning trains of coal cars in traffic to the longer distance points, a

temporary order was granted authorizing the petitioner to charge less for the longer distance between Chicago, Ill., and La Crosse, Wilders, Wheatfield, or Fair Oaks, Ind., than for shorter distances over the same line in the same direction to intermediate points in Indiana, but not less for such longer distances than the rates which are charged by such shorter lines between the same points.

In the matter of the application of the Delaware, Lackawanna and Western Railway Company for relief from the operation of the fourth section of the act to regulate commerce.

914. Upon application for relief from the operation of the fourth section, and showing of competition by short lines, a temporary order was granted authorizing the petitioner to charge less for freight for Chicago and other points west of Buffalo, for the longer distances from Syracuse and other points on its line, Oswego to Little York inclusive, than for the shorter distances over the same line, in the same direction, from stations on its lines in New York south of Little York and west of Binghamton to and including Atlanta, N. Y., but not less for such longer distances than the rates charged by such short-line carriers to the same points from Syracuse and points taking Syracuse rates.

J. W. Cary, R. M. Thornton, S. A. Brown & Co., R. L. Smith, A. N. Matthews, W. J. Lloyd, J. H. Gadd, W. H. Linzy, T. E. Clark, F. A. Pickard, and W. S. Wadsworth, Merchants and Dealers at Eureka Springs, Arkansas, Complainants, v. The Eureka Springs Railway Company, the St. Louis and San Francisco Railway Company, and Aldace F. Walker and John J. McCook, receivers thereof, The Atchison, Topeka and Santa Fe Railroad Company, and Aldace F. Walker and John J. McCook, Receivers thereof, Defendants. (7 I. C. C. Rep., 286.)

915. The defendant companies, by joint tariffs, established through lines from St. Louis and Springfield to Eureka Springs, and by an arrangement with the Harrison Transportation Company, attempted to extend by wagon carriage such through lines to Harrison, Berryville, and many other points in Arkansas not reached by either or any line of railroad, charging much less to Eureka Springs on goods to be so forwarded than on the same goods from same points of origin for Eureka Springs proper. *Held*, The provisions of the act to regulate commerce do not apply to transportation by team or wagon, and neither the joint tariffs nor the arrangement of defendants with the Harrison Transportation Company constitute substantially dissimilar circumstances and conditions nor make them joint carriers with said transportation company, nor carriers at all beyond Eureka Springs, and such unequal charges to Eureka Springs constitute unjust discrimination, and subject complainants, their business, and Eureka Springs, to unreasonable disadvantage and give undue preference to Harrison and such other localities and shippers.
916. The rate on goods of the first class between St. Louis and Eureka Springs proper being \$1.25 per 100 pounds and on the same goods from or to the Harrison district the charge for the same services being \$1 and on other classes in proportion; between Springfield and Eureka Springs the first-class rate being 72 cents, and for or from the Harrison district 45 cents. *Held*, Such rates to and from Eureka Springs proper are unreasonable and unlawful.
917. The average annual earnings for a term of years would warrant a reduction of the Eureka Springs rates to the basis of rates conceded to the Harrison district, but the current annual earnings do not justify a reduction to the full extent of such discriminations and a moderate present reduction is recommended.
918. The charges of the Eureka Springs Railway Company between Seligman and Eureka Springs on first-class goods to or from the Harrison district are 19 cents per 100 pounds, and on the business of Eureka Springs proper are 35 cents, with proportionate rates on all classes, which Eureka Springs rates are found to be unreasonable and unlawful.
919. Transportation charges should be liberal until the earnings are fully sufficient for a fair return on actual investment, but it does not follow that rates long maintained and grossly discriminative must be continuous or may be lawfully exacted year by year.
920. "Under the interstate-commerce act the Commission has no power to prescribe the tariff of rates which shall control in the future." (167 U. S., 479.)
 "The reasonableness of the rate in a given case depends on the facts, and the function of the Commission is to consider the facts and give them their proper weight." (162 U. S., 184.)

Under the law as construed by the court the Commission has power to say what in respect to the past was reasonable and just, but as to rates complained of as unreasonable, unjust, and unlawful, and so found to be by the Commission, it can make no provision or order for their reduction which the courts are required to enforce or the carriers obliged to obey.

When rates are found to be unreasonable, the Commission can declare them unlawful and recommend their reduction, and where, after investigation, rates of carriers complained of are found to have been in the past, and still to be, unjust, unreasonable, and in violation of the statute, it is made the duty of the Commission, by section 15 of the act to regulate commerce, to notify and require such carriers to cease and desist from such violations.

W. L. Fewell v. Richmond and Danville Railroad Company (operating the Georgia Pacific Railway) and Samuel Spencer, F. W. Huidekoper, and Reuben Foster, receivers thereof; Alabama Great Southern Railroad Company; Alabama and Vicksburg Railway Company; Mobile and Ohio Railroad Company; Georgia Pacific Railway Company and Samuel Spencer, F. W. Huidekoper, and Reuben Foster, receivers thereof; The Southern Railway Company. (7 I. C. C. Rep., 354.) In the matter of rates charged by The Alabama Great Southern Railroad Company and The Alabama and Vicksburg Railway Company for the transportation of coal from points in the State of Alabama to points in the State of Mississippi.

921. Defendants and other carriers, all subject to the act to regulate commerce, are engaged in the interstate transportation of coal, wholly by railroad, from various mines in Alabama and other States to Jackson, Miss., under agreed rates, which are less for each line than is charged on coal for shorter distances over the same line in the same direction, the shorter being included within the longer distance. *Held*, That the transportation by defendants of coal in carloads from such mines to Jackson and shorter-distance localities is performed "under substantially similar circumstances and conditions," within the meaning of the fourth section of the statute.

922. Coal transported from Corona, Birmingham, or Blocton, Ala., to Vicksburg, Miss., must go by railroad, and the competition of such coal, and coal from other Alabama mines in the Vicksburg market, is with coal brought over long distances down the Ohio and Mississippi rivers from Pittsburg, Pa., and other points in that mining district. *Held*, That this is not competition between rail and water lines for transportation from a particular locality, but the competition of markets or mines for the supply of coal at Vicksburg, the force and effect of which is determined by commercial considerations peculiar to the business of shippers and wholly disconnected from the circumstances and conditions under which transportation is conducted.

923. Section 4 of the Act applies when the traffic is "over the same line" and "in the same direction," and to "transportation under substantially similar circumstances and conditions," and "the shorter" must be included within "the longer" distance; and any injustice or undue hardship which may result to carriers from compliance with the statute is removable by the Commission upon application by such carriers under the procedure authorized by the proviso clause of that section.

A. J. Gustin v. The Illinois Central Railroad Company et al. (7 I. C. C. Rep., 376.)

924. Freight rates from Memphis, New Orleans, Dallas, and other Southern and Southwestern points to Kearney, Neb., made up of rates to and from Omaha, were alleged to be unreasonable, unjust, and unlawful, but no joint through rates were published or filed, the defendants either denied or did not admit that the shipment and carriage was continuous, and no proof was submitted by complainant showing that defendants make a through route in fact by their course of business. *Held*, That the Commission has no power to compel a through route, and, no issue of law or fact having been presented over which the Commission has jurisdiction, the complaint should be dismissed.

The Board of Railroad Commissioners of the State of Kentucky v. The Cincinnati, New Orleans and Texas Pacific Railway Company; The Southern Railway Company et al. (7 I. C. C. Rep., 380.)

925. Comparison of wheat rates charged by defendants from Nicholasville, Ky., with higher rates to the same points from St. Louis, Chicago, or Milwaukee, much more distant points of shipment, or with a lower wheat rate in force from Louisville, Ky., to Newport News, Va., while tending to support complainant's case, not found to fairly establish the fact that the rates complained of were unreasonable or that they discriminated against Nicholasville.

926. Rates charged over the Cincinnati, New Orleans and Texas Pacific and Southern Railways for the transportation of wheat in carloads to Morristown and other points in Tennessee, found to have been higher for the shorter distance from Nicholasville, Ky., than for the longer distance over the same line, in the same direction, from Cincinnati, Ohio; but by a joint tariff recently filed the rates from Nicholasville were made not higher than those from Cincinnati. *Held*, That the former rates were in violation of the fourth section of the act, but that the present charges are not, and that formal order in that respect should not now be issued.

Commercial Club of Omaha, complainant, *v.* Chicago and Northwestern Railway Company, Fremont, Elkhorn and Missouri Valley Railroad Company, Chicago, Milwaukee and St. Paul Railway Company, Chicago, Rock Island and Pacific Railway Company, Chicago, Burlington and Quincy Railroad Company, Burlington and Missouri River Railroad Company in Nebraska, Union Pacific Railway Company and S. H. H. Clark, Oliver W. Mink, E. Ellery Anderson, John W. Doane and Frederick R. Coudert, receivers of Union Pacific Railway Company, defendants. (7 I. C. C. Rep., —.)

927. While like or "group" rates are frequently applied to cities considerably farther apart than are Omaha and Council Bluffs, the usage in this regard is not so uniform and well established as to make an exception at those cities even *prima facie* unlawful.
928. The public right to a just relation of rates between rival communities arises from the statute which forbids discriminating charges, and that right can not be abridged or enlarged by agreements of carriers with each other, nor by promises made to shippers.
929. Council Bluffs, on the east bank of the Missouri River, is more favorably situated than Omaha, on the west side of that river, in regard to traffic with points in Iowa, and the defendant carriers are not to be condemned for recognizing such natural advantage of location in adjusting their charges; nor does it follow that rates should be the same from Omaha and Council Bluffs into Iowa because they are the same from those cities into Nebraska.
930. Omaha and Council Bluffs, on opposite sides of the Missouri River, are connected by an expensive bridge owned and operated by the Union Pacific Railway, and also used under lease by other carriers. Rates at Omaha and Council Bluffs are substantially the same to and from all points, except points in Iowa west of the west bank of the Mississippi River, and rates to and from those points are usually the bridge toll higher for Omaha than for Council Bluffs. Rates from the south are made the same to both cities by the competition of railways operated on both sides of the Missouri River. Rates from the west are the same to these cities and other common points as far east as Chicago, and are part of an extensive system of charges applied by the transcontinental lines. Rates from the east are as low to Omaha as to Council Bluffs; and this equality was brought about some fifteen years since by increasing rates to Council Bluffs to the amount of the bridge toll as then fixed. For reasons stated in the report this parity of rates from eastern points is a considerable advantage to Omaha. In view of the conditions affecting transportation to and from points in Iowa, and of the whole rate situation of the two places—*Held*, That the charge of unjust discrimination against Omaha is not sustained, and that the complaint should be dismissed without prejudice.
931. To justify interference by the Commission with the adjustment of rates as between rival localities it must appear that the preference and advantage to the one and the corresponding prejudice and disadvantage to the other are so appreciable and established with such a degree of certainty as to be justly declared unreasonable.

In the matter of the application of the Chicago and Alton Railroad Company and many other carriers for extension of the period within which they shall comply with the provisions of the first and second sections of the act of March 2, 1893. (7 I. C. C. Rep., —.)

932. Petitioning carriers granted an extension of two years from January 1, 1898, within which to comply with sections one and two of the Railway Safety-Appliance Act of March 2, 1893; and those owning cars and locomotives not equipped with couplers and train brakes as provided in sections one and two of said act required to make semiannual report of cars and locomotives so equipped during the six months then preceding.

INDEX TO POINTS DECIDED BY THE COMMISSION SINCE ITS ORGANIZATION.

[The numbers refer to the corresponding headnotes. For example: The number 702, found under the head of Practice in this index, refers to the paragraph of that number in the foregoing statement of Points Decided by the Commission Since its Organization.]

ABSTRACT QUESTIONS.

(See Concession of Relief.)

2, 5, 9, 14, 183, 370, 387, 388, 407.

AGREEMENTS.

(See Through Routes and Through Rates; Contracts; Pooling of Freights; Preference or Advantage.)

150, 312, 416, 417, 430, 431, 432, 456, 528, 529, 530, 571, 579, 590, 591, 672, 717, 719, 742, 754, 760, 867, 880, 893, 895, 898, 899, 928.

AMENDMENT.

(See Practice.)

ANSWER.

(See Practice.)

ARRANGEMENT.

(See Common Control, Management, or Arrangement; Through Routes and Through Rates; Agreements; Contracts.)

BILLING OF FREIGHT.

(See Routing of Freight; Underbilling.)

BILLS OF LADING.

(See Contracts.)

15, 310, 444, 528, 529, 530, 531, 532, 553, 554, 555, 556, 557, 573, 595, 598, 659, 660, 727, 738, 760, 800, 804, 805, 857.

BOOKS, PAPERS, AND DOCUMENTS.

(See Interstate Commerce Commission; Practice; Evidence.)

379, 380, 381, 382, 383, 384, 385, 386, 485, 544, 545.

BRIDGE CHARGES.

(See Reasonable Rates.)

224, 225, 394, 887.

BURDEN OF PROOF.

(See Evidence; Practice.)

20, 31, 32, 257, 333, 392, 393, 494, 498, 624, 632, 665, 705, 711, 714, 715, 721.

CANADIAN COMPETITION.

(*See Competition.*)

CAPITAL STOCK.

(*See Operating Expenses; Cost of Carriage; Reasonable Rates.*)

CARLOAD RATES.

(*See Reasonable Rates.*)

395, 396, 397, 398, 399, 421, 423, 424, 425, 426, 468, 473, 478, 483, 493, 494, 498, 499, 500, 501, 502, 503, 506, 509, 510, 512, 513, 516, 522, 535, 536, 539, 545, 546, 547, 548, 549, 566, 568, 588, 599, 600, 606, 607, 610, 617, 622, 623, 636, 639, 641, 642, 643, 653, 660, 673, 674, 675, 678, 685, 692, 712, 716, 730, 731, 734, 788, 891, 892, 908, 910, 911, 912, 921, 926.

CARLOAD RATES, MIXED.

(*See Reasonable Rates.*)

171, 628, 678, 716, 733.

CAR MILEAGE.

(*See Cars; Unjust Discrimination; Preference or Advantage.*)

141, 142, 143, 144, 145, 146, 499, 501, 589.

CARRIERS SUBJECT TO THE ACT.

(*See Facilities of Traffic; Interstate Commerce Commission; Preference or Advantage; Jurisdiction.*)

CARS.

(*See Car Mileage; Long and Short Haul Section; Preference or Advantage; Reasonable Rates; Refrigerator Cars; Relative Rates.*)

41, 103, 104, 105, 106, 141, 142, 143, 144, 145, 146, 149, 150, 151, 152, 154, 155, 156, 201, 202, 203, 204, 205, 206, 269, 272, 278, 279, 329, 330, 331, 367, 368, 369, 395, 398, 402, 403, 439, 445, 450, 451, 468, 498, 499, 500, 501, 502, 503, 504, 505, 506, 571, 581, 582, 589, 600, 610, 611, 637, 668, 669, 670, 714, 732, 733, 783, 913.

CARTAGE.

(*See Free Cartage of Freight; Long and Short Haul Section; Rebates; Unjust Discrimination.*)

CHARTER OF CARRIER.

(*See Contracts; Reasonable Rates.*)

CIRCUITOUS ROUTES.

(*See Long and Short Haul Section.*)

CIRCUMSTANCES AND CONDITIONS.

(*See Long and Short Haul Section; Relative Rates; Unjust Discrimination.*)

WHAT CONSTITUTE DISSIMILAR.

17, 18, 19, 20, 21, 22, 23, 24, 157, 185, 186, 187, 188, 189, 192, 194, 195, 197, 287, 288, 304, 305, 306, 332, 420, 421, 423, 424, 425, 426, 433, 434, 435, 436, 437, 438, 439, 440, 441, 468, 469, 470, 473, 516, 522, 523, 546, 547, 549, 550, 632, 651, 653, 661, 662, 663, 664, 665, 666, 673, 674, 675, 676, 677, 689, 692, 699, 700, 721, 731, 744, 750, 761, 762, 769, 771, 773, 774, 775, 776, 779, 786, 787, 792, 794, 797, 820, 838, 841, 844, 846, 848, 855, 870, 884, 913, 914, 921, 923.

WHAT DO NOT CONSTITUTE DISSIMILAR.

54, 55, 56, 57, 58, 85, 86, 112, 121, 187, 188, 189, 190, 191, 241, 355, 400, 401, 402, 404, 405, 488, 492, 494, 495, 497, 498, 501, 555, 556, 595, 596, 597, 598, 609, 610, 612, 613, 614, 615, 620, 621, 622, 623, 638, 643, 645, 661, 662, 663, 664, 666, 692, 693, 694, 699, 700, 701, 771, 810, 812, 821, 824, 831, 832, 858, 870, 888, 903, 904, 915, 922, 923.

CLASSIFICATION.

(See Preference or Advantage.)

107, 108, 109, 110, 125, 126, 162, 163, 165, 171, 172, 174, 207, 209, 210, 211, 212, 316, 317, 318, 319, 320, 321, 322, 356, 393, 402, 403, 404, 413, 414, 420, 421, 426, 463, 465, 466, 467, 474, 478, 493, 503, 512, 513, 534, 535, 536, 537, 547, 548, 549, 561, 562, 593, 594, 628, 677, 679, 709, 710, 716, 730, 733, 734, 739, 740, 756, 758, 759, 777, 838, 839, 840, 862, 864, 865, 916.

CLASS AND COMMODITY RATES.

(See Reasonable Rates.)

338, 559, 677, 679, 737, 740, 859, 865, 916, 918.

COAL RATES.

(See Long and Short Haul Section; Preference or Advantage; Reasonable Rates; Rebates; Unjust Discrimination; Practice.)

103, 150, 151, 155, 156, 301, 302, 303, 304, 305, 306, 338, 339, 340, 341, 364, 366, 540, 541, 542, 543, 545, 565, 566, 570, 617, 673, 674, 675, 841, 898, 913, 921, 922.

COMBINATION RATES.

(See Reasonable Rates.)

173, 310, 346, 473, 577, 578, 595, 596, 597, 598, 849, 889, 891, 893, 894, 896, 897.

COMMERCIAL CONSIDERATIONS.

(See Long and Short Haul Section; Preference or Advantage.)

465, 467, 474, 475, 478, 484, 499, 500, 501, 502, 507, 510, 583, 584, 586, 647, 651, 652, 653, 655, 662, 664, 681, 682, 685, 688, 696, 697, 698, 886, 922.

COMMERCIAL TRAVELERS.

(See Mileage Tickets.)

COMMISSIONS ON SALE OF TICKETS.

(See Tickets.)

COMMODITY RATES.

(See Reasonable Rates.)

338, 559, 677, 679, 737, 740, 859.

COMMON CONTROL, MANAGEMENT, OR ARRANGEMENT.

(See Connecting Lines.)

343, 344, 533, 571, 599, 602, 621, 659, 692, 700, 719, 754, 810, 867, 893, 898, 899.

COMMUTATION TICKETS.

(See Tickets.)

COMPETITION.

(See Long and Short Haul Section.)

22, 57, 74, 75, 82, 86, 175, 187, 188, 189, 190, 191, 194, 197, 239, 240, 241, 245, 282, 334, 400, 401, 402, 403, 404, 405, 412, 467, 468, 469, 470, 472, 473, 475, 478, 483, 488, 490, 491, 494, 495, 497, 498, 499, 501, 506, 507, 509, 510, 511, 516, 517, 518, 520, 521, 522, 523, 546, 547, 565, 568, 570, 577, 578, 584, 585, 586, 593, 595, 596, 597, 598, 620, 621, 623, 636, 643, 644, 646, 647, 653, 656, 661, 662, 663, 664, 665, 666, 673, 674, 675, 676, 677, 678, 679, 692, 693, 694, 697, 698, 699, 700, 704, 707, 708, 742, 764, 766, 768, 769, 770, 771, 776, 786, 791, 792, 795, 798, 813, 814, 815, 817, 823, 826, 848, 851, 870, 884, 886, 887, 888, 889, 901, 902, 903, 904, 922.

COMPETITIVE POINTS.

(*See Competition.*)

COMPLAINT.

(*See Interstate Commerce Commission; Parties; Practice; Abstract Questions; Concession of Relief.*)

1, 30, 32, 42, 59, 72, 79, 160, 161, 200, 236, 237, 328, 357, 366, 367, 372, 409, 411, 485, 494, 527, 532, 534, 537, 545, 601, 658, 695, 702, 714, 715, 734, 769, 778, 814, 830, 875, 876.

CONCENTRATION OF BUSINESS INTERESTS.

(*See Long and Short Haul Section.*)

CONCESSION OF RELIEF.

(*See Abstract Questions.*)

79, 273, 370, 371, 387, 389, 390, 407, 538, 539, 553, 554, 580, 690, 691, 714, 789, 820, 833, 850, 869, 885, 891, 892, 926.

CONNECTING LINES.

(*See Long and Short Haul Section; Through Routes and Through Rates; Common Control, Management, or Arrangement.*)

15, 114, 328, 416, 417, 522, 523, 526, 528, 529, 564, 571, 590, 591, 595, 596, 597, 598, 599, 621, 659, 660, 692, 693, 702, 767, 771, 802, 803, 856, 867, 868, 924.

CONSOLIDATION OF ROADS.

(*See Long and Short Haul Section.*)

CONTINUOUS CARRIAGE OF FREIGHTS.

(*See Connecting Lines.*)

359, 362, 416, 417, 418, 449, 450, 451, 564, 565, 571, 572, 608, 621, 659, 718, 719, 849, 856, 858, 893, 894, 895, 896, 898, 899, 915, 924.

CONTRACTS.

(*See Agreements; Bills of Lading.*)

15, 39, 40, 148, 228, 430, 445, 485, 541, 542, 543, 544, 573, 589, 590, 591, 650, 680, 736, 738, 782, 804, 805, 856.

COST OF CARRIAGE.

(*See Transportation; Operating Expenses; Reasonable Rates.*)

24, 83, 122, 196, 250, 287, 288, 324, 391, 394, 422, 423, 424, 425, 426, 470, 473, 477, 478, 484, 488, 491, 506, 525, 538, 555, 586, 731, 752, 780, 792, 824, 846, 864, 880, 883, 905.

COST OF PRODUCTION.

(*See Circumstances and Conditions.*)

476, 477, 507, 508, 510, 570, 575, 576, 582, 583, 585, 586, 752, 821.

COST OF SERVICE.

(*See Cost of Carriage.*)

COTTON RATES.

89, 280, 281, 282, 283, 284, 285, 286, 323, 343, 344, 433, 434, 435, 436, 437, 438, 439, 440, 441, 491, 719, 727, 752, 844, 845.

COUNSEL AND ATTORNEY'S FEES.

(*See Practice.*)

DAMAGES.

(*See Reparation.*)

DEMURRAGE.

617.

DEPOSITIONS.

(*See Practice.*)

DEVELOPMENT COMPANIES.

860, 861, 873.

DIFFERENTIAL RATES.

124, 539, 547, 548, 636, 887, 889.

DISCRIMINATION.

(*See Through Routes and Through Rates; Unjust Discrimination.*)

DISTANCE.

(*See Long and Short Haul Section; Through and Local Rates; Reasonable Rates; Mileage Rates; Preference or Advantage.*)

122, 176, 221, 222, 231, 282, 338, 391, 394, 404, 654, 792, 854, 865, 886, 887, 888, 889.

DISTRIBUTION OF CARS.

(*See Cars.*)

DIVISION OF THROUGH RATES.

(*See Through Rates.*)

DOCUMENTARY EVIDENCE.

(*See Books, Papers, and Documents; Practice; Evidence; Interstate Commerce Commission.*)

DOMESTIC MERCHANDISE.

553, 554, 555, 556, 892.

DRAWBARS.

829.

EIGHTH SECTION, CONSTRUCTION OF.

(*See Reparation.*)

ELECTRIC RAILWAYS.

871, 873, 874.

ELEVATOR CHARGES.

409.

EMIGRANTS.

(*See Passengers.*)

458, 459, 460, 461, 740.

ENCOURAGEMENT OF INDUSTRIES.

(*See Development Companies; Long and Short Haul Section; Preference or Advantage.*)

EQUALITY.

(*See Preference or Advantage.*)

EQUIPMENT.

(*See Cars; Facilities of Traffic.*)

ESTOPPEL.

(*See Evidence.*)

545, 634, 734, 755, 769.

EVIDENCE.

(*See Books, Papers, and Documents; Practice; Subpœnas Duces Tecum; Proof; Estoppel; Burden of Proof; Preference or Advantage.*)

30, 31, 32, 61, 62, 74, 80, 136, 154, 199, 210, 211, 247, 252, 255, 256, 258, 290, 357, 379, 380, 381, 382, 383, 384, 385, 386, 411, 485, 486, 521, 544, 545, 552, 573, 584, 624, 632, 635, 637, 639, 640, 644, 666, 667, 690, 706, 710, 720, 721, 734, 738, 739, 755, 762, 768, 769, 790, 807, 808, 857, 864, 866, 890, 892, 924.

EXCURSION RATES AND TICKETS.

(*See Tickets.*)

EX PARTE APPLICATION.

(*See Abstract Questions; Relief from the Operation of the Fourth Section.*)

EXPORT RATES.

(*See Tariffs; Unjust Discrimination.*)

12, 13, 121, 122, 123, 124, 261, 287, 374, 375, 377, 553, 554, 555, 556, 557, 558, 559, 560, 579, 589, 892.

EXPRESS COMPANIES.

(*See Preference or Advantage.*)

96, 97, 98, 99, 100, 589.

FACILITIES OF TRAFFIC.

(*See Through Routes and Through Rates; Preference or Advantage; Unjust Discrimination.*)

27, 29, 103, 137, 138, 139, 149, 202, 203, 204, 205, 206, 224, 225, 226, 227, 250, 350, 351, 352, 430, 431, 442, 451, 497, 498, 499, 500, 501, 571, 579, 581, 582, 589, 599, 602, 621, 622, 623, 637, 668, 676, 689, 710, 712, 775, 780, 781, 782, 783, 784, 785, 802, 814, 825, 829, 856, 890, 897, 898, 911, 912, 915, 924.

FAST-FREIGHT LINES.

(*See Facilities of Traffic.*)

56, 506, 589.

FAST-TRAIN SERVICE.

(*See Facilities of Traffic.*)

FAVOR IN TRANSPORTATION.

(*See Preference or Advantage.*)

FEDERAL AUTHORITY.

(*See Interstate Commerce; Jurisdiction.*)

FERRY EXPENSES.

(*See Reasonable Rates.*)

394.

FIFTH SECTION, CONSTRUCTION OF.

(*See Pooling of Freight.*)

FINDINGS OF FACT BY COMMISSION.

(*See Evidence.*)

79, 136, 153, 286, 372, 486, 487, 539, 552, 569, 675, 807, 833, 845, 859, 925.

FIRST SECTION, CONSTRUCTION OF.

(*See Interstate Commerce; Jurisdiction; Reasonable Rates.*)

FISH COMMISSION.

10, 11

FLOUR RATES.

374, 482, 483, 522, 523, 546, 547, 548, 549, 610, 611, 697, 698, 731.

FOOD PRODUCTS.

476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487.

FOREIGN MERCHANDISE.

553, 554, 555, 556, 557.

FOURTEENTH, FIFTEENTH, AND SIXTEENTH SECTIONS, CONSTRUCTION OF.

(*See Findings of Fact; Investigations; Practice; Reparation.*)

FOURTH SECTION, CONSTRUCTION OF.

(*See Long and Short Haul Section; Relief from the Operation of the Fourth Section; Competition; Preference or Advantage.*)

FRAUDS.

(*See Rebates; Underbilling.*)

162, 163, 170, 755.

FREE CARTAGE OF FREIGHT.

(*See Long and Short Haul Section; Unjust Discrimination.*)

38, 452, 453, 454, 455, 609, 611.

FREE PASSES AND FREE TRANSPORTATION.

(*See Tickets.*)

11, 14, 259, 260, 276, 612, 613, 615, 630, 778, 879.

FREIGHT.

(*See Continuous Carriage of Freights.*)

GRAB IRONS.

829.

GRAIN RATES.

(See Wheat and Wheat Flour.)

261, 337, 374, 375, 376, 377, 393, 394, 409, 414, 539, 600, 609, 610, 611, 695, 696, 697, 698, 779, 833, 860, 892, 899, 908, 911.

GROUP RATES.

(See Reasonable Rates.)

160, 185, 190, 193, 249, 251, 253, 301, 302, 303, 305, 338, 339, 341, 452, 453, 454, 455, 546, 567, 750, 865, 866, 882, 883, 912, 927.

HEARINGS.

(See Evidence; Practice.)

76, 207, 208, 238, 240, 545, 807, 809.

HOGS AND HOG PRODUCTS.

504, 505, 506, 588.

IMMIGRANT CARS.

(See Cars.)

269, 271, 272, 459, 460.

IMPORT TRAFFIC.

553, 554, 555, 556, 557.

INDIAN SUPPLIES.

4.

INSPECTION OF CARS.

(See Cars.)

269, 271, 272, 329, 330, 331.

INSTRUMENTALITIES OF SHIPMENT OR CARRIAGE.

(See Facilities of Traffic; Interstate Commerce; Jurisdiction.)

INTERCHANGE OF TRAFFIC.

(See Facilities of Traffic; Continuous Carriage of Freights; Through Routes and Through Rates.)

INTERSTATE COMMERCE.

15, 16, 96, 98, 99, 100, 137, 138, 139, 218, 222, 284, 350, 359, 360, 361, 362, 398, 399, 409, 410, 448, 449, 450, 451, 485, 486, 487, 497, 498, 499, 501, 528, 529, 531, 532, 550, 553, 554, 555, 556, 566, 569, 571, 572, 581, 589, 598, 599, 601, 602, 618, 645, 650, 658, 659, 660, 676, 680, 695, 696, 717, 719, 785, 801, 802, 830, 871, 872, 876, 877, 882.

INTERSTATE COMMERCE COMMISSION.

(See Jurisdiction.)

1, 2, 5, 8, 43, 50, 54, 72, 90, 97, 100, 130, 158, 160, 170, 218, 243, 244, 269, 270, 274, 284, 325, 343, 351, 353, 358, 366, 370, 379, 387, 388, 399, 407, 448, 449, 451, 484, 485, 486, 487, 496, 511, 513, 535, 537, 546, 562, 569, 580, 599, 601, 602, 603, 614, 616, 634, 650, 666, 680, 714, 715, 722, 726, 743, 755, 815, 830, 834, 835, 856, 871, 876, 910, 920, 923, 924, 931.

INVESTIGATIONS.

(See Hearings.)

161, 353, 366, 410, 535, 537, 850, 885.

JOINT ARRANGEMENTS.

(See Common Control, Management, or Arrangement.)

JOINT RATES.

(See Joint Tariffs; Reasonable Rates.)

JOINT TARIFFS.

(See Tariffs.)

78, 265, 346, 347, 607, 736, 772, 797, 843, 893, 894, 895, 896, 897, 898, 915, 924, 926.

JURISDICTION.

(See Interstate Commerce Commission.)

1, 2, 3, 4, 5, 6, 7, 8, 9, 14, 15, 16, 39, 40, 41, 42, 43, 44, 90, 91, 96, 97, 98, 99, 100, 137, 138, 139, 202, 218, 269, 284, 343, 351, 359, 360, 361, 362, 399, 409, 410, 448, 449, 450, 451, 497, 498, 499, 501, 511, 528, 529, 531, 532, 542, 545, 553, 554, 555, 556, 571, 572, 581, 598, 599, 601, 602, 603, 618, 626, 634, 637, 645, 650, 658, 659, 676, 680, 695, 717, 785, 801, 802, 830, 834, 835, 856, 871, 872, 876, 877, 882, 915, 920, 924, 931.

JURY TRIAL.

(See Reparation.)

LAND EXPLORERS' TICKETS.

(See Tickets.)

LEASE.

753, 805.

LIABILITY.

(See Bills of Lading; Contracts.)

LIEN OF CARRIERS.

150, 725.

LIGHTERAGE CHARGES.

636.

LITIGATION.

(See Pending Proceedings.)

LIKE KIND OF TRAFFIC.

(See Long and Short Haul Section; Unjust Discrimination.)

LIVE STOCK.

(See Cars; Preference or Advantage; Relative Rates; Unjust Discrimination.)

41, 63, 64, 336, 397, 504, 505, 506, 588, 589.

LOCALITIES.

(See Location; Preference or Advantage; Relative Rates; Unjust Discrimination.)

LOCAL RATES.

(See Through and Local Rates.)

23, 127, 128, 184, 238, 346, 468, 470, 473, 509, 510, 516, 522, 523, 528, 531, 532, 560, 567, 578, 597, 613, 644, 699, 718, 720, 767, 797, 798, 868, 891, 894, 895, 896, 897, 898, 899, 901, 922.

LOCAL TRAFFIC.

(See Local Rates.)

LOCATION.

(See Locality; Long and Short Haul Section.)

82, 468, 473, 482, 483, 504, 505, 508, 522, 524, 538, 539, 546, 547, 585, 586, 621, 622, 623, 636, 643, 647, 653, 664, 666, 673, 675, 676, 679, 685, 692, 697, 698, 699, 700, 707, 723, 744, 749, 815, 821, 852, 886, 887, 888, 905, 915, 929, 930, 931.

LONG AND SHORT HAUL SECTION.

(See Competition; Preference or Advantage; Relief from the Operation of the Fourth Section.)

1, 17, 18, 19, 20, 21, 22, 23, 24, 49, 50, 54, 55, 56, 57, 58, 66, 67, 85, 86, 87, 88, 89, 157, 158, 173, 174, 175, 188, 190, 191, 192, 193, 231, 232, 233, 234, 235, 239, 240, 241, 245, 253, 257, 268, 293, 301, 302, 303, 304, 305, 306, 324, 332, 335, 338, 342, 355, 364, 374, 377, 400, 401, 402, 403, 404, 405, 416, 417, 419, 435, 452, 453, 454, 455, 468, 469, 471, 479, 480, 481, 482, 483, 494, 495, 496, 516, 517, 522, 523, 525, 526, 558, 577, 584, 595, 596, 597, 598, 621, 622, 623, 643, 644, 645, 646, 647, 648, 649, 651, 652, 653, 660, 661, 662, 663, 664, 665, 666, 667, 676, 677, 678, 679, 690, 692, 693, 694, 699, 700, 701, 722, 737, 747, 748, 767, 768, 769, 770, 771, 773, 774, 775, 776, 779, 786, 787, 792, 794, 796, 810, 816, 817, 820, 822, 825, 827, 841, 842, 844, 845, 847, 848, 851, 852, 853, 869, 870, 878, 883, 884, 901, 902, 903, 904, 905, 913, 914, 921, 922, 923, 926.

MANUFACTURING COMPANIES.

(See Development Companies; Long and Short Haul Section; Reshipment of Freight.)

5, 7, 8, 9, 673, 674, 704, 821.

MARKETS.

(See Long and Short Haul Section; Preference or Advantage; Competition.)

MILEAGE OF CARS.

(See Cars; Mileage Rates.)

41, 782, 783, 785.

MILEAGE RATES.

(See Reasonable Rates; Long and Short Haul Section.)

159, 160, 185, 282, 333, 341, 391, 468, 469, 473, 509, 510, 565, 599, 654, 695, 705, 794, 822, 824.

MILEAGE TICKETS.

(See Tickets.)

45, 46, 47, 48, 51, 52, 53, 299, 347, 348, 778.

MILK RATES.

246, 247, 248, 249, 250, 251, 252, 253, 254, 876, 877, 878, 879, 880, 881, 882, 883.

MILLING IN TRANSIT.

(See Long and Short Haul Section; Reshipment of Freight.)

114, 115, 116, 160, 315, 858.

MINISTERS OF RELIGION.

778.

NINTH SECTION, CONSTRUCTION OF.

(*See Books, Papers, and Documents; Evidence; Subpœnas Duces Tecum; Reparation.*)

NOTICE.

(*See Practice; Tariffs.*)

88, 240, 376, 486, 487, 537, 790, 906, 907, 908, 909, 910, 920.

OIL RATES.

(*See Facilities of Traffic; Preference or Advantage; Unjust Discrimination.*)

141, 142, 143, 144, 145, 146, 201, 202, 203, 204, 205, 206, 217, 277, 278, 279, 287, 288, 289, 499, 500, 501, 502, 516, 517, 518, 519, 520, 521, 640, 641, 642, 643, 644, 669, 670, 671, 672, 714, 739, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809.

OPERATING EXPENSES.

(*See Cost of Carriage.*)

83, 285, 476, 477, 478, 484, 747, 748, 749, 751, 752, 753, 754, 824, 846, 868, 880, 883, 917, 919.

ORDER.

(*See Practice.*)

OVERCHARGE.

(*See Reasonable Rates; Reparation.*)

378, 463, 464, 728, 799, 800, 801, 802, 803, 804, 805, 806, 908.

PARALLEL LINES.

(*See Competition; Pooling of Freight.*)

PARTIES.

(*See Complaint; Practice.*)

59, 68, 88, 135, 147, 207, 208, 229, 256, 283, 325, 328, 330, 389, 390, 415, 465, 511, 534, 535, 536, 537, 574, 578, 584, 634, 635, 657, 695, 772, 813, 836, 869, 876, 889.

PARTY RATES.

348, 349, 418, 419.

PASSENGERS.

(*See Cars; Free Passes and Free Transportation; Preference or Advantage; Reasonable Rates; Unjust Discrimination.*)

45, 46, 47, 48, 51, 52, 53, 69, 70, 71, 92, 93, 94, 118, 119, 120, 269, 270, 271, 291, 292, 293, 294, 295, 296, 297, 298, 299, 345, 346, 347, 348, 349, 367, 368, 369, 378, 418, 419, 427, 428, 429, 612, 613, 614, 615, 630, 743, 773, 774, 775, 776, 778, 786, 868, 873, 874, 879, 884.

PASSES.

(*See Free Passes and Free Transportation.*)

PENDING PROCEEDINGS.

(*See Practice.*)

65, 273, 673, 777, 820.

PERISHABLE FREIGHT.

576, 582, 583, 584, 599, 606, 621, 622, 623, 624, 625, 633, 689, 690, 691, 710, 711, 712, 716, 784.

PETITION.

(See Complaint; Parties; Practice.)

PETROLEUM AND ITS PRODUCTS.

(See Oil Rates.)

PIPE LINES.

(See Oil Rates.)

PLEADING.

(See Practice.)

POOLING OF FREIGHT.

(See Contracts.)

281, 632, 672, 742, 754, 760, 764, 766, 767.

PORT OF ENTRY.

(See Import Traffic.)

PORTS OF TRANSSHIPMENT.

(See Export Rates.)

PRACTICE.

(See Complaint; Evidence; Interstate Commerce Commission; Jurisdiction; Parties; Railroad Company.)

54, 59, 60, 61, 65, 72, 76, 77, 79, 88, 95, 101, 102, 129, 132, 133, 134, 135, 136, 147, 161, 183, 199, 200, 207, 229, 236, 237, 238, 240, 246, 256, 258, 277, 283, 325, 326, 328, 357, 358, 370, 371, 372, 373, 379, 380, 381, 387, 388, 406, 408, 409, 410, 411, 485, 486, 487, 494, 496, 511, 519, 525, 527, 528, 532, 534, 537, 538, 539, 544, 545, 551, 552, 553, 554, 560, 569, 572, 573, 577, 578, 580, 584, 588, 599, 601, 614, 624, 634, 636, 640, 643, 644, 657, 658, 661, 666, 684, 686, 692, 695, 699, 702, 703, 711, 714, 715, 729, 755, 759, 761, 769, 772, 777, 789, 799, 806, 807, 808, 809, 830, 831, 834, 835, 836, 840, 848, 850, 857, 864, 866, 869, 875, 876, 885, 889, 910, 923, 924.

PREFERENCE OR ADVANTAGE.

(See Facilities of Traffic; Long and Short Haul Section; Reasonable Rates; Relative Rates; Unjust Discrimination.)

5, 6, 8, 63, 64, 73, 74, 81, 82, 85, 87, 88, 92, 93, 94, 107, 108, 109, 111, 112, 115, 116, 118, 119, 120, 141, 142, 143, 144, 145, 146, 151, 153, 154, 155, 156, 172, 180, 181, 182, 201, 203, 205, 209, 220, 221, 245, 252, 260, 262, 265, 268, 303, 304, 306, 313, 314, 324, 327, 330, 337, 340, 341, 367, 413, 414, 424, 432, 435, 440, 442, 443, 450, 452, 453, 454, 455, 467, 472, 475, 477, 483, 490, 494, 497, 498, 500, 501, 504, 505, 506, 507, 514, 517, 518, 528, 531, 538, 539, 541, 546, 547, 548, 553, 554, 555, 556, 564, 565, 567, 583, 584, 585, 589, 595, 600, 608, 612, 613, 615, 630, 632, 636, 638, 641, 653, 654, 655, 656, 657, 661, 677, 678, 679, 681, 682, 692, 696, 697, 698, 699, 703, 704, 705, 706, 707, 708, 716, 722, 726, 732, 743, 749, 752, 759, 760, 762, 764, 768, 777, 791, 792, 798, 812, 815, 818, 819, 822, 825, 827, 837, 842, 845, 847, 852, 854, 855, 858, 859, 860, 862, 864, 865, 873, 880, 882, 883, 886, 887, 888, 889, 890, 891, 892, 899, 901, 902, 903, 904, 905, 915, 916, 917, 918, 924, 928, 929, 930, 931.

PREJUDICE OR DISADVANTAGE.

(See Preference or Advantage.)

92, 93, 94, 118, 119, 120, 339, 340, 367, 368, 369, 413, 414, 493, 617, 698, 730, 793, 797, 812, 837, 842, 860, 873, 880, 882, 883, 912, 915, 931.

PRIVILEGE.

(See Preference or Advantage.)

PROOF.

(See Evidence.)

PUBLIC INTEREST.

148, 149, 358, 446, 470, 471, 477, 488, 497, 501, 506, 534, 535, 537, 546, 547, 482, 583, 589, 590, 714.

RAILROAD COMPANY.

(See Jurisdiction; Reasonable Rates.)

54, 55, 56, 57, 58, 476, 483, 540, 541, 566, 590, 760.

RAILWAY CONDUCTORS.

(See Free Passes and Free Transportation.)

RATE MAKING.

(See Reasonable Rates; Tariffs.)

472, 844, 846, 920.

RATES.

(See Through Rates; Local Rates; Through and Local Rates; Through Routes and Through Rates; Unjust Discrimination; Reasonable Rates; Preference or Advantage; Relative Rates; Mileage Rates; Tariffs.)

RATE SHEETS.

(See Tariffs.)

RATES, UNREASONABLY LOW.

(See Unjust Discrimination.)

242, 243, 244, 245, 292, 294, 334, 828, 870, 885,

RATE WARS.

(See Rates, Unreasonably Low.)

REASONABLE RATES.

73, 74, 75, 80, 83, 84, 107, 108, 109, 110, 111, 112, 113, 125, 126, 127, 128, 129, 130, 159, 160, 180, 181, 182, 185, 186, 187, 188, 189, 190, 194, 195, 196, 197, 198, 200, 207, 209, 212, 213, 214, 215, 216, 217, 221, 222, 223, 231, 232, 234, 241, 242, 243, 244, 246, 247, 248, 249, 250, 251, 252, 253, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 281, 283, 285, 286, 287, 288, 289, 290, 304, 314, 316, 320, 321, 322, 323, 324, 327, 328, 332, 333, 334, 335, 336, 337, 353, 354, 355, 378, 391, 392, 393, 394, 395, 396, 398, 399, 400, 401, 402, 403, 404, 405, 416, 417, 423, 424, 425, 426, 429, 433, 434, 435, 436, 437, 438, 458, 460, 462, 463, 464, 467, 468, 469, 470, 471, 472, 473, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 541, 542, 543, 545, 553, 554, 555, 559, 560, 561, 562, 563, 567, 568, 569, 570, 575, 576, 581, 582, 583, 584, 599, 600, 604, 605, 606, 607, 608, 617, 618, 619, 620, 621, 622, 623, 626, 627, 628, 631, 632, 633, 638, 642, 643, 644, 651, 652, 653, 654, 655, 656, 657, 660, 662, 663, 664, 665, 666, 667, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 681, 682, 683, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 702, 703, 704, 705, 706, 707, 708, 709, 710, 712, 716, 720, 723, 726, 737, 738, 741, 745, 746, 747, 748, 751, 758, 761, 781, 784, 785, 788, 790, 792, 793, 798, 811, 812, 831, 832, 833, 837, 842, 845, 846, 849, 859, 864, 865, 866, 868, 873, 874, 880, 881, 882, 883, 888, 891, 892, 905, 915, 916, 917, 918, 919, 920, 924, 925, 929, 930, 931.

REBATES.

(See Preference or Advantage.)

363, 364, 427, 428, 429, 452, 453, 454, 455, 589, 609, 610, 611, 673, 674, 675, 722, 870.

RECEIVERS.

95, 658, 686, 717, 801, 830.

REFRIGERATOR CARS.

784, 785.

REHEARING.

(*See Practice.*)

RELATIVE RATES.

(*See Reasonable Rates.*)

73, 81, 112, 121, 122, 143, 159, 160, 255, 261, 262, 281, 289, 305, 312, 327, 333, 392, 394, 405, 420, 421, 422, 423, 424, 425, 426, 439, 440, 441, 467, 470, 474, 475, 487, 488, 489, 491, 492, 506, 507, 508, 509, 510, 511, 538, 539, 546, 547, 548, 568, 582, 583, 586, 587, 588, 593, 594, 607, 608, 636, 651, 652, 653, 655, 656, 659, 660, 671, 673, 674, 675, 679, 685, 687, 698, 707, 708, 710, 711, 712, 731, 734, 812, 818, 819, 821, 837, 852, 881, 883, 928.

RELIEF FROM THE OPERATION OF THE FOURTH SECTION.

(*See Long and Short Haul Section.*)

1, 662, 699, 771, 773, 774, 775, 776, 779, 786, 787, 794, 797, 820, 841, 848, 870, 884, 913, 914, 923.

REPARATION.

(*See Practice.*)

90, 91, 140, 153, 366, 371, 408, 532, 580, 606, 608, 616, 617, 618, 624, 625, 671, 672, 685, 686, 689, 690, 691, 699, 708, 735, 790, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 833, 853, 857, 869, 876, 885, 908.

REPLICATION.

(*See Practice.*)

76, 406.

RESHIPMENT OF FREIGHT.

(*See Milling in Transit.*)

5, 6, 7, 8, 9, 111, 112, 113, 114, 115, 116, 160, 315, 400, 401, 416, 417, 858, 899, 900.

RETURN LOADS.

(*See Cars; Long and Short Haul Section.*)

402, 468, 732, 913.

RIGHT OF WAY.

(*See Preference or Advantage.*)

ROUTING OF FREIGHT.

(*See Through Routes and Through Rates.*)

462, 463, 464, 746, 747, 748, 867, 894, 895, 896, 897, 898.

RULES OF PRACTICE.

(*See Practice.*)

SAFETY APPLIANCES.

829, 932.

SCHEDULES.

(*See Joint Tariffs; Tariffs.*)

SECOND SECTION, CONSTRUCTION OF.

(*See Unjust Discrimination.*)

SEVENTEENTH SECTION, CONTRUCTION OF.

(*See Interstate Commerce Commission; Practice.*)

SEVENTH SECTION, CONSTRUCTION OF.

(*See Connecting Lines; Continuous Carriage of Freights; Through Rates.*)

SHIPPERS.

(*See Preference or Advantage; Unjust Discrimination.*)

106, 141, 168, 265, 267, 268, 330, 352, 363, 463, 465, 474, 583, 713, 736, 739, 740, 746, 755, 757,
765, 830.

SIXTEENTH SECTION, CONSTRUCTION OF.

(*See Fourteenth, Fifteenth, and Sixteenth Sections, Construction of.*)

SIXTH SECTION, CONSTRUCTION OF.

(*See Export Rates; Import Rates; Interstate Commerce Commission; Joint Rates; Jurisdiction; Notice; Tariffs.*)

SOAP RATES.

474, 475, 493, 552, 593, 594.

SOLDIERS AND SAILORS.

14.

SPECIAL RATES.

(*See Rebates.*)

209, 320, 458, 553, 559, 560, 743.

SPECIAL EXCURSION RATES.

(*See Tickets; Special Rates.*)

SPECIAL TRAIN SERVICE.

(*See Facilities of Traffic.*)

504, 505, 506, 571, 575, 576, 581, 582, 583, 584, 599, 605, 606, 623, 624, 689, 699, 709, 710, 712,
716.

STATE RAILROAD COMMISSIONS.

(*See Practice.*)

398, 399, 666, 850.

STATE RAILROADS.

(*See Interstate Commerce; Facilities of Traffic; Long and Short Haul Section; Connecting Lines; Through and Local Rates.*)

450, 451, 601, 666, 695.

STEAMBOAT LINES.

(*See Competition; Through Routes and Through Rates; Water and Rail Lines.*)

STOCK CARS.

(*See Cars.*)

STOPPAGE IN TRANSIT.

(*See* Milling in Transit; Reshipment of Freight.)

STRAWBERRY RATES.

623, 625, 780, 781, 782, 783, 784, 785.

STREET RAILWAYS.

871, 873, 874.

SUBPOENAS DUCES TECUM.

(*See* Practice; Books, Papers, and Documents.)

379, 380, 381, 382, 383, 384, 385, 386.

TANK CARS.

(*See* Cars; Unjust Discrimination.)

TANK STATIONS.

(*See* Oil Rates.)

TARIFFS.

(*See* Notice; Practice.)

78, 141, 157, 158, 171, 173, 230, 239, 265, 291, 296, 337, 345, 347, 353, 354, 356, 360, 361, 363, 364, 374, 376, 377, 407, 408, 418, 419, 448, 451, 452, 453, 454, 455, 458, 459, 460, 461, 465, 473, 478, 485, 494, 495, 496, 517, 520, 557, 568, 573, 577, 578, 579, 589, 602, 603, 607, 673, 675, 724, 772, 828, 843, 844, 860, 861, 863, 892, 893, 894, 896, 897, 898, 906, 907, 908, 909, 910, 915, 924.

TERMINAL CHARGES, EXPENSES, AND STATIONS.

(*See* Facilities of Traffic.)

374, 394, 538, 539, 579, 883.

THIRD PARTIES.

(*See* Practice.)

545, 869.

THIRD SECTION, CONSTRUCTION OF.

(*See* Preference or Advantage; Through Rates and Through Routes; Facilities of Traffic; Relative Rates; Unjust Discrimination.)

THIRTEENTH SECTION.

(*See* Complaint; Interstate Commerce Commission.)

THROUGH AND LOCAL RATES.

(*See* Reasonable Rates; Long and Short Haul Section; Preference or Advantage; Through Routes and Through Rates; Through Rates; Local Rates; Mileage Rates.)

15, 184, 196, 306, 323, 324, 346, 391, 416, 417, 467, 509, 517, 526, 530, 531, 532, 564, 565, 567, 577, 578, 595, 596, 597, 598, 695, 797, 798, 849.

THROUGH BILLS OF LADING.

(*See* Bills of Lading.)

THROUGH LINES.

(*See* Through Rates; Connecting Lines; Continuous Carriage of Freights; Through Routes and Through Rates.)

THROUGH RATES.

(See Mileage Rates; Reasonable Rates; Through and Local Rates; Through Routes and Through Rates.)

75, 89, 128, **184**, 185, 196, 213, 214, 215, 216, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, **323**, 324, 346, 391, 416, 456, 457, 509, 526, 528, 529, 530, 531, 532, 571, 599, 604, 607, 608, 619, **636**, 660, 695, 706, 716, 718, 721, 746, 747, 748, 749, 797, 802, 810, 811, 813, 422, 849, 856, 858, **867**, 868, 874, 893, 894, 895, 896, 897, 898, 899, 915, 921, 924.

THROUGH ROUTES AND THROUGH RATES.

(See Through Rates.)

350, 351, **448**, 449, 450, 451, 462, 463, 464, 526, 528, 530, 531, 532, 564, 590, 591, 592, 736, 746, 797, 802, 825, 856, 858, 867, 868, 924.

THROUGH SHIPMENTS.

(See Through and Local Rates; Continuous Carriage of Freights; Connecting Lines.)

TICKET BROKERAGE.

(See Tickets.)

43, 295, 297, 298.

TICKETS.

(See Passengers.)

25, 26, 27, **28**, 29, 43, 51, 52, 53, 69, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 345, 346, 347, 348, 349, 350, 351, 378, 418, 419, 427, 428, 429, 743, 775, 776, 873, 874.

TRADE CENTERS.

(See Long and Short Haul Section; Unjust Discrimination; Preference or Advantage.)

TRAFFIC.

(See Interstate Commerce; Preference or Advantage.)

TRAIN LOADS.

892.

TRANSPORTATION SUBJECT TO THE ACT.

(See Through Routes and Through Rates; Reasonable Rates; Relative Rates; Preference or Advantage; Long and Short Haul Section; Unjust Discrimination; Classification; Free Passes and Free Transportation.)

TWELFTH SECTION, CONSTRUCTION OF.

(See Books, Papers, and Documents; Evidence; Interstate Commerce Commission; Notice; Practice.)

TWENTY-FIRST AND TWENTY-SECOND SECTIONS, CONSTRUCTION OF.

(See Free Passes and Free Transportation; Interstate Commerce Commission; Joint Tariffs; Passengers; Practice; Tariffs; Tickets.)

UNDERBILLING.

162, 163, 164, 165, 166, 167, 168, 169, 170.

UNDUE PREFERENCE.

(See Preference or Advantage.)

UNIFORM CLASSIFICATION.

(See Classification.)

UNITED STATES COURTS.

(See Practice.)

485, 486, 717, 735, 738, 830.

UNITED STATES SENATE.

(See Investigations.)

476, 483, 485.

UNJUST DISCRIMINATION.

5, 6, 7, 8, 9, 12, 13, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 46, 47, 51, 52, 53, 63, 64, 69, 70, 73, 74, 75, 80, 81, 82, 85, 86, 87, 88, 103, 104, 105, 106, 116, 117, 118, 119, 120, 121, 122, 123, 124, 137, 138, 139, 141, 142, 143, 144, 145, 149, 150, 151, 152, 153, 154, 155, 156, 159, 160, 173, 179, 180, 191, 201, 202, 203, 204, 205, 206, 253, 259, 268, 271, 276, 278, 279, 288, 290, 295, 297, 324, 329, 330, 332, 333, 334, 349, 353, 354, 355, 364, 367, 368, 369, 374, 375, 377, 412, 418, 419, 426, 427, 428, 432, 435, 450, 452, 453, 454, 455, 458, 459, 467, 469, 470, 473, 475, 488, 497, 498, 499, 500, 501, 502, 504, 505, 506, 528, 529, 532, 538, 539, 545, 546, 548, 550, 555, 556, 558, 562, 566, 577, 578, 589, 590, 593, 594, 608, 610, 611, 612, 613, 615, 630, 636, 637, 639, 640, 641, 642, 643, 644, 648, 649, 661, 662, 668, 669, 670, 674, 676, 677, 678, 683, 710, 711, 712, 713, 714, 716, 722, 723, 726, 728, 730, 733, 739, 743, 762, 767, 777, 778, 781, 788, 790, 796, 799, 802, 804, 808, 827, 837, 847, 851, 853, 858, 860, 861, 865, 867, 873, 880, 881, 882, 883, 886, 889, 891, 892, 901, 905, 912, 915, 917, 919, 924, 925, 928, 929, 930, 931.

VALUE.

(See Classification.)

83, 403, 465, 687, 792, 838, 839.

VEGETABLE RATES.

581, 582, 583, 584, 689, 691, 716, 780, 781, 782, 783, 784, 785.

VOLUME OF TRAFFIC.

(See Carload Rates; Classification.)

34, 103, 122, 466, 605, 690, 731, 892.

WATER AND PIPE LINES.

(See Oil Rates.)

WATER AND RAIL LINES.

(See Competition; Circumstances and Conditions.)

400, 456, 457, 516, 517, 528, 529, 530, 531, 532, 543, 590, 591, 602, 605, 661, 662, 663, 664, 665, 666, 692, 693, 841, 902.

WATER COMPETITION.

(See Long and Short Haul Section; Circumstances and Conditions; Preference or Advantage; Competition.)

85, 86, 87, 188, 190, 191, 239, 264, 400, 412, 438, 439, 468, 469, 473, 494, 495, 496, 509, 510, 511, 522, 523, 524, 526, 581, 582, 583, 584, 595, 596, 597, 598, 620, 643, 644, 646, 647, 648, 649, 651, 652, 653, 656, 657, 673, 674, 675, 676, 677, 679, 692, 703, 707, 762, 823, 826, 841, 902, 922.

WEIGHT.

(See Carload Rates; Classification; Reasonable Rates.)

395, 397, 409, 493, 684, 727, 838, 911, 912.

WHEAT AND WHEAT FLOUR.

(*See Grain Rates.*)

83, 346, 409, 547, 518, 600, 697, 698, 731, 732, 733, 734, 833, 925, 926.

WHOLESALE RATES.

(*See Circumstances and Conditions; Carload Rates; Classification.*)

33, 35, 36, 44, 46, 47, 48, 348, 349, 418, 419, 892.

WITNESSES.

(*See Evidence; Practice; Subpœnas Duces Tecum.*)

WORLD'S FAIR RATES.

(*See Passengers.*)

YARDAGE CHARGES.

(*See Preference or Advantage.*)

APPENDIX C.

STATEMENT SHOWING TOTAL NUMBER OF FREIGHT SCHEDULES FILED FROM JULY 1, 1896, TO JUNE 30, 1897, INCLUSIVE, AND NUMBER WHICH FAILED TO GIVE LEGAL NOTICE OF ADVANCES AND REDUCTIONS IN RATES; ALSO PERCENTAGE OF SCHEDULES FAILING TO GIVE LEGAL NOTICE OF THE TOTAL NUMBER FILED.

STATEMENT SHOWING TOTAL NUMBER OF FREIGHT SCHEDULES FILED FROM JULY 1, 1896, to JUNE 30, 1897, INCLUSIVE, AND NUMBER WHICH FAILED TO GIVE LEGAL NOTICE OF ADVANCES AND REDUCTIONS IN RATES; ALSO, PERCENTAGE OF SCHEDULES FAILING TO GIVE LEGAL NOTICE OF THE TOTAL NUMBER FILED.

Roads.	Total number of schedules received from July 1, 1896, to June 30, 1897, inclusive.	Total number of schedules failing to give legal notice.	Percentage of schedules defective in notice to total number filed.
Addison and Pennsylvania	35	8	22.86
Alabama Great Southern	31	1	3.22
Albany and Northern	7	0	0
Albemarle Steam Navigation Co.	8	0	0
Allegheny and Kinzua	2	0	0
Allegheny Valley R. R.	181	5	2.76
American Transit Co.	26	0	0
Ann Arbor R. R.	297	12	4
Arkansas Midland R. R.	19	2	10.53
Arkansas River Packet Co.	2	0	0
Arizona and New Mexico	1	0	0
Asheville Line	27	4	14.81
Associated Railways of Virginia and Carolina	24	0	0
Atchison, Topeka and Santa Fe	2,313	63	2.72
Atlantic and Danville	356	14	3.93
Atlantic and Pacific	32	0	0
Atlantic City R. R.	259	1	.38
Atlantic Coast Despatch	339	8	2.36
Atlantic Coast Line	1,069	57	5.33
Atlanta, Knoxville and Northern	6	0	0
Alliance and Northern	12	2	16.66
Baltimore and Delaware Bay	4	0	0
Baltimore and Ohio	3,068	53	1.73
Baltimore and Ohio Southwestern	1,918	31	1.62
Baltimore, Chesapeake and Atlantic	30	0	0
Baltimore Steam Packet Co.	28	1	3.57
Bangor and Aroostook	77	7	9.09
Bath and Hammondsport	8	0	0
Beech Creek	168	10	6
Bennington and Rutland	11	3	27
Blue Line	160	0	0
Boston and Maine	587	37	6.3
Boston and Albany	164	0	0
Bradford, Bordell and Kinzua	18	0	0
Bristol, Elizabethton and North Carolina	2	0	0
Buffalo and Susquehanna	130	3	2.3
Buffalo, Attica and Arcade	3	1	33.33½
Buffalo, Rochester and Pittsburg	577	36	6.2
Buffalo, Rochester and Syracuse Steamboat Line	10	0	0
Buffalo, St. Mary's and Southwestern	84	7	8.33
Burlington and Missouri River	589	11	1.87
Burlington, Cedar Rapids and Northern	260	10	3.85
Bangor and Portland	8	0	0
Canada Atlantic Rwy.	63	1	1.6
Canada Atlantic Fast Freight Line	36	4	11.11
Canadian Pacific Despatch	73	3	4.11
Canadian Pacific Rwy.	395	20	5.05
Cape Fear and Yadkin Valley	200	24	12
Carson and Colorado Rwy.	29	0	0
Central New York and Western	45	0	0
Central R. R. of New Jersey	1,447	33	2.27
Central R. R. of Pennsylvania	28	10	3.57
Centralia and Chester R. R.	19	1	5.27
Central Vermont R. R.	197	9	4.57
Central Freight Association	58	5	8.6
Central Transit Line	5	4	80
Central of Georgia Rwy.	380	22	5.8
Champlain Transportation Co.	3	0	0
Charleston, Clendennin and Sutton	5	3	60

292 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

STATEMENT SHOWING TOTAL NUMBER OF FREIGHT SCHEDULES FILED FROM JULY 1, 1896, TO JUNE 30, 1897, INCLUSIVE, ETC.—Continued.

Roads.	Total number of schedules received from July 1, 1896, to June 30, 1897, inclusive.	Total number of schedules failing to give legal notice.	Percentage of schedules defective in notice to total number filed.
Chesapeake and Ohio Rwy.....	960	35	3.64
Charleston and West Carolina Rwy.....	84	6	7.1
Chesapeake and Western R. R.....	26	7	27
Chicago and Alton R. R.....	443	8	1.8
Chicago and Eastern Illinois R. R.....	235	4	1.7
Chicago and Ohio River Co.....	70	0	0
Chicago and Southeastern Rwy.....	44	3	7
Chicago and Texas R. R.....	45	0	0
Chicago and West Michigan.....	407	18	4.42
Chicago, Burlington and Northern.....	202	2	.99
Chicago, Burlington and Quincy.....	1,547	36	2.32
Chicago, Fort Madison and Des Moines Rwy.....	4	1	25
Chicago Great Western Rwy.....	707	15	2.1
Chicago, Kalamazoo and Saginaw.....	26	3	11
Chicago, Indiana and Eastern.....	3	0	0
Chicago, Lake Shore and Eastern Rwy.....	40	3	7.5
Chicago, Milwaukee and St. Paul Rwy.....	1,994	26	1.3
Chicago, Paducah and Memphis R. R.....	41	2	4.88
Chicago, Peoria and St. Louis R. R.....	183	19	10
Chicago, Rock Island and Pacific.....	2,390	81	3.4
Chicago, Rock Island and Texas.....	146	5	3.4
Chicago and Northwestern.....	1,850	15	.08
Chicago, St. Paul, Minneapolis and Omaha.....	640	18	2.81
Chicago and St. Louis Traffic Association.....	24	1	.41
Choctaw, Oklahoma and Gulf R. R.....	38	0	0
Cincinnati and Muskingum Valley Rwy.....	21	9	4.29
Cincinnati, Hamilton and Dayton Rwy.....	376	32	8.5
Cincinnati, Jackson and Mackinaw.....	55	5	9.09
Cincinnati, New Orleans and Texas Pacific.....	869	17	1.95
Cincinnati, Portsmouth and Virginia.....	39	0	0
Clarion River Rwy.....	154	1	.65
Cleveland, Akron and Columbus Rwy.....	94	27	28.7
Cleveland and Buffalo Transit Co.....	18	1	5.55
Cleveland and Marietta Rwy.....	80	6	7.5
Cleveland, Canton and Southern R. R.....	58	5	8.6
Cleveland, Cincinnati, Chicago and St. Louis Rwy.....	903	21	2.32
Cleveland, Lorain and Wheeling Rwy.....	55	23	4.18
Cleveland Terminal and Valley R. R.....	39	27	6.92
Cleveland and Port Stanley Line.....	6	0	0
Colorado Midland R. R.....	34	0	0
Columbus, Hocking Valley and Toledo.....	355	20	5.63
Columbus, Sandusky and Hocking R. R.....	72	2	2.77
Cornwall and Lebanon R. R.....	20	0	0
Columbus Southern Rwy.....	24	0	0
Commercial Express.....	41	0	0
Continental Fast Freight Line.....	118	7	5.92
Colorado-Utah Traffic Association.....	74	0	0
Coudersport and Port Allegheny R. R.....	23	0	0
Cumberland Gap Despatch.....	205	17	8.29
Cumberland Valley R. R.....	363	5	1.38
Clyde Steamship Co.....	7	0	0
Central States Despatch.....	5	0	0
Chattanooga, Rome and Columbus R. R.....	23	0	0
Chicago and Erie.....	0	0	0
Chattanooga Southern.....	29	1	3.45
Citizens' Steamboat Co.....	4	0	0
Delaware, Lackawanna and Western.....	646	42	6.5
Delaware and Hudson Canal.....	850	40	4.7
Delaware River R. R.....	4	0	0
Delaware, Susquehanna and Schuylkill.....	30	1	3.33
Denver and Rio Grande R. R.....	260	9	3.46
Denver, Leadville and Gunnison.....	9	0	0
Des Moines, Northern and Western R. R.....	34	1	2.95
Detroit and Cleveland Steam Navigation Co.....	31	0	0
Detroit and Mackinac Rwy.....	31	3	9.68
Detroit, Lima and Northern.....	1	0	0
Diamond Despatch.....	60	9	15
Drummond County Rwy.....	5	0	0
Dunkirk, Allegheny Valley and Pittsburg R. R.....	213	10	4.69
Duluth, Mississippi River and Northern.....	5	3	60
Duluth, South Shore and Atlantic Rwy.....	226	4	1.77
East and West R. R.....	7	0	0
Eastern Minnesota R. R.....	169	6	3.55

STATEMENT SHOWING TOTAL NUMBER OF FREIGHT SCHEDULES FILED FROM JULY 1, 1896, TO JUNE 30, 1897, INCLUSIVE, ETC.—Continued.

Roads.	Total number of schedules received from July 1, 1896, to June 30, 1897, inclusive.	Total number of schedules failing to give legal notice.	Percentage of schedules defective in notice to total number filed.
Elgin, Joliet and Eastern Rwy.....	37	2	5.4
Erie R. R.....	1,637	26	1.59
Erie and Huron Rwy.....	3	0	0
Erie and Western Transportation Co.....	141	12	8.5
Erie and Wyoming Valley R. R.....	16	1	6.25
Erie Despatch.....	29	0	0
Eureka Springs Rwy.....	43	0	0
Evansville and Richmond R. R.....	58	7	12.07
Evansville and Terre Haute R. R.....	142	6	4.22
Fall Brook Rwy.....	93	7	7.52
Findlay, Fort Wayne and Western Rwy.....	148	0	0
Fitchburg R. R.....	296	11	3.71
Flint and Pere Marquette R. R.....	162	12	7.4
Florida Central and Peninsular R. R.....	369	16	4.4
Florida East Coast Rwy.....	4	0	0
Fort Worth and Denver City Rwy.....	197	5	2.54
Fort Worth and Rio Grande Rwy.....	15	0	0
Franklin and Megantic R. R.....	2	0	0
Fremont, Elkhorn and Missouri Valley R. R.....	268	21	7.83
Genesee and Wyoming Valley Rwy.....	3	0	0
Georgia R. R.....	75	9	12
Georgia and Alabama Rwy.....	15	1	6.66
Georgia Southern and Florida Rwy.....	121	9	7.44
Gettysburg and Harrisburg Rwy.....	74	0	0
Grand Rapids and Indiana Rwy.....	175	1	.57
Grand Trunk Line.....	4	0	0
Grand Trunk Rwy.....	727	17	2.33
Great Lakes Steamship Co.....	41	5	12.2
Great Eastern Fast Freight Line.....	40	0	0
Great Northern Railway Line.....	599	11	1.83
Great Southern Despatch.....	70	12	17.1
Green Bay and Western R. R.....	33	1	3.03
Grummonds Mackinac Line.....	3	0	0
Gulf, Colorado and Santa Fe Rwy.....	784	11	1.4
Hannibal and St. Joseph R. R.....	1,416	28	1.98
Hawkinsville and Florida Southern Rwy.....	23	0	0
Holland and Chicago Line.....	8	1	12.5
Hoosac Tunnel and Wilmington R. R.....	5	0	0
Hoosac Tunnel Line.....	4	0	0
Houston and Texas Central R. R.....	377	6	1.6
Houston, East and West Texas Rwy.....	10	3	30
Illinois Central R. R.....	3,667	91	2.48
Indiana and Illinois Southern R. R.....	18	1	5.6
Indiana, Decatur and Western Rwy.....	129	7	5.43
Indiana, Illinois and Iowa R. R.....	137	10	7.3
Intercolonial Rwy.....	11	0	0
International and Great Northern.....	674	10	1.49
International Steamship Co.....	32	0	0
Interstate Despatch.....	9	0	0
Inland Transportation Co.....	14	2	1.43
Iowa Central Rwy.....	543	15	2.76
Jackson County Coal Traffic Association.....	61	2	3.27
Jacksonville and St. Louis Rwy.....	15	2	13.33
Jacksonville, Tampa and Key West Rwy.....	2	0	0
Jamestown and Lake Erie Rwy.....	3	0	0
Joint Rate Committee.....	19	0	0
Joint Rate Traffic Bureau.....	116	0	0
Kanawha Despatch.....	264	35	13.33
Kansas City, Fort Scott and Memphis R. R.....	2,632	13	.49
Kansas City Northwestern R. R.....	54	6	11.11
Kansas City, Osceola and Southern Rwy.....	8	1	12.5
Kansas City, Pittsburg and Gulf R. R.....	594	7	1.18
Kentucky and Indiana Bridge Co.....	8	0	0
Keokuk and Western R. R.....	100	2	2
Kewaunee, Green Bay and Western.....	8	1	12.50
Kish-Wau-Kee Mineral Springs R. R.....	8	0	0
Kentucky Midland.....	1	1	100
Kingston and Pembroke Rwy.....	1	1	100
Kanona and Prattsburgh R. R.....	11	0	0
Lackawanna Transportation Co.....	38	11	28.93
Lake Erie and Detroit River Rwy.....	33	0	0
Lake Erie and Western R. R.....	358	8	2.07
Lake Erie Transport Co.....	43	0	0

294 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

STATEMENT SHOWING TOTAL NUMBER OF FREIGHT SCHEDULES FILED FROM JULY 1, 1896, to JUNE 30, 1897, INCLUSIVE, ETC.—Continued.

Roads.	Total number of schedules received from July 1, 1896, to June 30, 1897, inclusive.	Total number of schedules failing to give legal notice.	Percentage of schedules defective in notice to total number filed.
Lake Michigan and Lake Superior Transportation Co	96	9	9.3
Lake Shore and Michigan Southern Rwy	1,153	40	3.47
Lake Shore and Lehigh Valley	5	0	0
Lakeside and Marblehead R. R.	3	1	33.33
Lake Superior Transportation Co	4	1	25
Lehigh and New England R. R.	27	1	3.7
Lehigh and Hudson River Rwy	109	15	14
Lehigh and Wabash Despatch	24	0	0
Lehigh Valley Despatch	4	0	0
Lehigh Valley Transportation Co	37	4	10.8
Lima Northern R. R.	46	2	4.33
Lehigh Valley R. R.	1,297	22	1.7
Litchfield, Carrollton and Western R. R.	44	0	0
Little Rock and Memphis R. R.	515	27	5.24
Livonia and Lake Conesus R. R.	48	2	4.2
Louisville and Evansville Mail Co.	14	0	0
Louisville, Evansville and St. Louis Consolidated R. R.	569	65	11.4
Louisville and Nashville R. R.	3,241	98	3.02
Louisville, Henderson and St. Louis	29	0	0
Louisville, New Albany and Chicago	517	12	2.34
Macon and Birmingham Rwy	5	0	0
Maine Central R. R.	79	12	15.2
Manistee and Northeastern R. R.	3	1	33.33
Mason City and Fort Dodge R. R.	40	1	2.5
Memphis and Charleston R. R.	240	16	6.67
Memphis Freight Committee	19	1	5.3
Merchants' Express and Transportation Co.	1	1	100
Michigan Central R. R.	501	25	5
Minneapolis and St. Louis R. R.	414	12	2.9
Minneapolis, St. Paul and Buffalo Steamship Co.	77	6	7.8
Minneapolis, St. Paul and Sault Sainte Marie Rwy	318	12	3.7
Mississippi River and Bonne Terre Rwy	19	0	0
Mississippi Freight Committee	43	0	0
Missouri, Kansas and Texas Rwy	1,008	29	2.9
Missouri Pacific Rwy	3,598	47	1.3
Mobile and Birmingham R. R.	115	9	7.8
Mobile and Ohio R. R.	1,540	35	2.27
Mohawk and Malone Rwy	61	0	0
Montpelier and Wells River R. R.	13	0	0
Moshassuck Valley R. R.	9	0	0
Mount Jewett and Smethport R. R.	29	0	0
Mount Jewett, Kinzua and Riterville R. R.	19	2	10.5
Munising Rwy	7	0	0
Nashville, Chattanooga and St. Louis	1,295	131	10.1
National Despatch	92	1	1.09
National Despatch Fast Freight Line	21	1	4.8
New England R. R.	1,010	28	2.77
New Haven Steamboat Co.	3	0	0
New Mexico and Arizona R. R.	61	0	0
New Orleans and Northeastern R. R.	704	21	2.98
New Orleans and Northwestern Rwy	22	0	0
New York and Lake Champlain R. R.	3	0	0
New York and Long Branch R. R.	51	0	0
New York and Pennsylvania R. R.	16	3	18.83
New York Central and Hudson River R. R.	466	21	4.5
New York, Chicago and St. Louis R. R.	596	13	2.22
New York, New Haven and Hartford R. R.	917	12	1.3
New York, Ontario and Western Rwy	282	16	5.7
New York, Philadelphia and Norfolk R. R.	347	10	2.9
New York, Susquehanna and Western	311	1	.32
Nickel Plate Fast Freight Line	10	0	0
Norfolk and Southern R. R.	289	7	2.42
Norfolk and Western Rwy	1,802	65	3.61
Norfolk and Western Despatch	78	0	0
Northern Alabama Rwy	48	2	4.17
Northern Michigan Transportation Co.	5	0	0
Northern New York R. R.	45	1	2.22
Northern Pacific Rwy	933	14	1.5
Northern Steamship Co	149	16	10.74
Ocean Steamship Co. of Savannah	16	1	6.25
Ogdensburg and Lake Champlain R. R.	6	0	0
Ogdensburg Transit Co	38	7	18.42
Ohio Coal Traffic Association	109	10	9.17

STATEMENT SHOWING TOTAL NUMBER OF FREIGHT SCHEDULES FILED FROM JULY 1, 1896, to JUNE 30, 1897, INCLUSIVE, ETC.—Continued.

Roads.	Total number of schedules received from July 1, 1896, to June 30, 1897, inclusive.	Total number of schedules failing to give legal notice.	Percentage of schedules defective in notice to total number filed.
Ohio River R. R.	106	21	19.81
Ohio River and Charleston Rwy	12	1	8.33
Ohio Southern R. R.	156	3	1.92
Ohio Valley Rwy	23	0	0
Old Dominion Steamship Co.	62	2	3.23
Omaha and St. Louis Rwy	144	0	0
Oregon R. R. and Navigation Co.	424	7	1.65
Oregon Short Line	161	2	1.24
Oxford Mountain Rwy	4	0	0
Ohio Central Lines	165	3	1.82
Pawnee R. R.	11	0	0
Pecos Valley Rwy	26	0	0
Pennsylvania Co.	992	59	5.95
Pennsylvania R. R.	3,727	86	2.31
Pennsylvania Southern Lines	29	5	17.24
People's Line of Steamers	5	2	40
Peoria, Decatur and Evansville Rwy	167	6	3.59
Philadelphia and Reading Rwy	1,014	19	1.87
Philadelphia, Reading and New England	217	5	2.3
Pittsburg and Lake Erie R. R.	148	18	12.16
Pittsburg and Western Rwy	200	3	1.5
Pittsburg, Bessemer and Lake Erie R. R.	92	11	11.96
Pittsburg, Shenango and Lake Erie R. R.			
Pittsburg, Cincinnati, Chicago and St. Louis Rwy			
Pittsburg, Lisbon and Western Rwy	35	1	2.86
Pontiac, Oxford and Northern R. R.	8	1	12.5
Port Huron and Washburn Line Steamers	4	0	0
Port Jervis, Monticello and New York R. R.	2	0	0
Portland and Rochester R. R.	27	4	14.81
Port Royal and Augusta Rwy	5	0	0
Port Royal and Western Carolina Rwy	10	0	0
Providence and Stonington Steamship Co.	24	0	0
Plant System	387	14	3.62
Pacific Coast Steamship Line	3	1	33.33
Queen Anne's R. R.	11	1	9.09
Quincy, Omaha and Kansas City Rwy	58	3	5.17
Richmond, Fredericksburg and Potomac	74	5	6.76
Rock Island and Peoria Rwy	26	4	15.39
Rome, Watertown and Ogdensburg Rwy	344	7	2.03
Rome, Watertown and Ogdensburg Line	22	0	0
Red, White and Midland	87	0	0
Rio Grande Western	135	4	2.96
Reading Despatch	7	0	0
Raritan River	56	2	3.57
Rutland R. R.	96	4	4.16
Saginaw, Tuscola and Huron	12	4	33.33
St. Joseph and Grand Island	239	13	5.44
St. Louis and Hannibal	6	0	0
St. Louis and San Francisco	1,521	16	1.05
St. Louis, Chicago and St. Paul	53	6	11.32
St. Louis, Kansas and Southwestern	6	0	0
St. Louis, Peoria and Northern	15	4	26.67
St. Louis East Bound Traffic Association	95	5	5.26
St. Louis Southwestern	1,201	31	2.58
St. Paul and Duluth	210	22	10.47
Salem R. R.	15	3	20
San Antonio and Aransas Pass	57	2	3.5
Seaboard Air Line	1,061	23	2.17
Silver Lake	13	2	15.38
Sioux City and Northern	70	8	11.43
Somerset	5	0	0
South Carolina and Georgia	154	12	7.79
Southern Rwy	3,238	70	2.16
Southern California	25	1	4
Southern Pacific	1,715	38	2.22
Southern Freight Association	193	16	8.29
Southern States Despatch	38	6	15.71
Southern States Freight Association	1,130	5	.44
Southwestern Freight Bureau	1,082	1	.01
South Jersey	43	2	4.65
Staten Island Rapid Transit	20	0	0
Sugar Run	3	2	66.67
Terminal R. R. Association of St. Louis	27	1	3.7

296 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

STATEMENT SHOWING TOTAL NUMBER OF FREIGHT SCHEDULES FILED FROM JULY 1, 1896, to JUNE 30, 1897, INCLUSIVE, ETC.—Continued.

Roads.	Total number of schedules received from July 1, 1896, to June 30, 1897, inclusive.	Total number of schedules failing to give legal notice.	Percentage of schedules defective in notice to total number filed.
Terre Haute and Indianapolis.....	315	42	13.34
Texas and Pacific	1,404	11	.78
Texas and Mexican	21	0	0
Texas Midland	33	4	12.12
Toledo and Ohio Central.....	101	6	5.94
Toledo, Peoria and Western.....	65	2	3.08
Toledo, St. Louis and Kansas City.....	351	2	.57
Traders' Despatch	21	0	0
Trans-Continental Freight Rate Bureau	82	0	0
Trans-Missouri Freight Rate Committee.....	194	2	1.03
Union Pacific	1,035	19	1.84
Union Pacific, Denver and Gulf.....	277	3	1.08
Union Steamboat Co.....	35	9	25.72
Union Transit Co.....	101	6	5.94
Virginia Terminal and Georgia Air Line.....	56	4	7.15
Wabash R. R.....	1,198	18	1.5
Wabash, Chester and Western	39	2	5.13
Walkill Valley	16	0	0
Washington and Columbia River.....	3	0	0
West Shore R. R.....	319	11	3.44
West Shore Line	67	0	0
Western and Atlantic	102	16	15.68
Western New York and Pennsylvania	509	4	.79
Western Maryland	177	13	7.35
Western Freight Association	267	2	.75
Western Transit Co.....	80	10	12.5
West Virginia Central and Pittsburg	72	1	1.39
West Virginia and Pittsburg.....	33	0	0
White River Transportation Co.....	2	0	0
Wheeling and Lake Erie.....	95	10	10.52
Wisconsin and Michigan.....	85	0	0
Wisconsin Central Lines.....	635	8	1.26
Wilkesbarre and Eastern	99	0	0
Wilmington, Newburn and Norfolk.....	4	0	0
Wilmington and Northern	231	7	3.03
Winona and Western	34	1	2.94
Williams Valley.....	67	0	0
Williamsport and North Branch.....	19	0	0
Wiggins Ferry Co.....	7	1	14.29
Yazoo and Mississippi Valley.....	1,395	5	.36
Zanesville and Ohio	5	1	20
Total	110,449	3,503	3.17

INDEX.

NOTE.—This index covers only pages 1 to 296, inclusive, preceding, and does not apply to Appendices D and E, the two parts being separately indexed.

INDEX.

	Page.
ABSTRACT QUESTIONS	269
ACCIDENTS, RAILWAY	80
ACCOUNTS, RAILWAY, INSPECTION OF	50
ACT OF	
March 2, 1893	127-131
July 2, 1890	74, 97, 98
ACTS AND DOINGS OF THE GRAND TRUNK Rwy. Co. OF CANADA, RE.....	191
ACT TO REGULATE COMMERCE	
administrative orders	5, 142, 143, 145
amendments recommended	35, 61-71, 83, 140-150
annual reports of carriers	100, 138, 146, 147
appropriations and expenditures	151
carriers subject to	100, 111, 124, 270
checks upon enforcement	5, 6, 12, 13
circumstances and conditions	7, 8, 9, 26, 37-43, 91-94, 106, 107, 110, 113, 270
civil cases pending in courts	137, 138
common control, management, or arrangement	26, 100, 271
complaint	16, 19, 20, 30, 32, 272
criminal proceedings	60, 138
enforcement of	5, 6, 12, 13
equality clauses	39, 43, 274
evidence	19, 22, 31, 47, 50, 60, 61, 96, 126, 141, 143, 274
findings of fact	28, 31, 34-36, 143, 275
free cartage	94, 95, 275
import traffic	6, 7, 9, 58, 59, 100, 111, 276
joint tariffs and schedules	85-90, 108, 113, 118-120, 277
jurisdiction	100, 111, 277
long and short haul section	26, 33, 37-46, 91-95, 101-108, 146, 278
misdemeanors	93, 110, 138, 148, 149
necessity for amendment	37
passes	110, 279
penal section	60
power under, to fix rates	9-37, 90, 99, 114, 281
practice	28, 30-34, 95, 96, 98, 99, 143-149, 280
rate cutting	24, 33, 47, 63, 91, 92, 103-105, 281
reasonable charges	9-15, 22, 23, 98, 99, 104, 108, 110-113, 125, 281
rebates	9, 25, 47, 51, 59, 60, 95, 110, 138, 281
rehearing	93, 282
reparation	16, 19-21, 30, 97, 99, 105, 123, 142, 143, 282
section 1	13, 15, 26, 100, 112, 113, 140, 275
section 2	25, 39, 93, 140, 283
section 3	23, 25, 26, 32, 43, 71, 74, 75, 140, 147, 148, 284
section 4	7, 26, 33, 37-43, 91-95, 101-108, 146, 275
section 5	25, 48-51, 54-56, 62, 74, 97, 98, 275
section 6	95, 100, 116, 119, 122, 140, 142, 283
section 7	7, 75, 100, 283
section 8	98, 273
section 9	98, 279
section 10	60, 61, 148
section 12	15, 51, 285
section 14	275
section 15	115, 142, 143, 275
section 16	96, 97, 143-146, 283
section 20	83, 146, 147
section 21	285

ACT TO REGULATE COMMERCE—Continued.	Page.
section 22.....	285
testimony of unwilling witnesses	47, 274
uniform classification	62-71, 139, 150, 286
unjust discrimination	7,
12, 13, 21, 23, 46, 58, 59, 64, 69, 70, 96, 97, 106, 122, 123, 124, 126, 138, 286	
violations	59, 93, 103-105, 138
ADDITIONAL LEGISLATION	35, 61-71, 83, 140-150
ADMINISTRATIVE ORDERS	142, 143, 145
ADMINISTRATIVE WORK OF COMMISSION.....	5
AGREEMENTS	54, 57, 62, 73, 74, 96, 97, 269
AIR BRAKES.....	127-131, 282
ALABAMA	100, 107, 132, 135, 136, 138
ALABAMA AND VICKSBURG Rwy. Co.....	107
ALABAMA MIDLAND Rwy. Co.....	38
ALABAMA MIDLAND Rwy. Co. ET AL.:	
Board of Trade of Troy v	238
Interstate Commerce Commission v.....	37, 38
ALBANY, GA	133
ALBANY, N. Y	103
ALFORD v. CHICAGO, ROCK ISLAND AND PACIFIC Rwy. Co.....	199
ALLEGED EXCESSIVE FREIGHT RATES AND CHARGES ON FOOD PRODUCTS,	
Re	205
ALLEGED UNLAWFUL CHARGES FOR THE TRANSPORTATION OF COAL, Re....	233
ALLEGED UNLAWFUL RATES AND PRACTICES IN TRANSPORTATION OF GRAIN	
BY ATCHISON, TOPEKA AND SANTA FE Rwy. Co., Re.....	258, 264
ALLEGED UNLAWFUL TRANSPORTATION CHARGES BY ILLINOIS CENTRAL R. R.	
Co., Re.....	256
ALLEGED VIOLATIONS OF FOURTH SECTION BY ATCHISON, TOPEKA AND	
SANTA FE Rwy. Co., Re.....	259
ALLEGHENY VALLEY Rwy. Co. ET AL., WOLF BROS. v.....	258
ALLEN ET AL. v. LOUISVILLE, NEW ALBANY AND CHICAGO R. R. Co.....	168
ALL-RAIL TRAFFIC	90
AMENDMENT	269
(See Practice.)	
AMENDMENTS AND ADDITIONAL LEGISLATION.....	35, 61, 70, 71, 75, 83, 140-150
annual reports of carriers.....	146, 147
common control, management or arrangement	140
continuous carriage of freights.....	147
criminal section	61, 148
facilities of traffic	147
findings of fact	143
foreign merchandise	149
import and export rates.....	149
joint arrangements	143, 147, 148
joint schedules and tariffs.....	140
long and short-haul section.....	146
penal section	61, 148
power to fix rates.....	9-37, 90, 99, 114
procedure section	35
reparation	142, 143
reports of carriers	100, 138, 146, 147
review of orders	35
section 3.....	147, 148
section 4.....	146
section 5.....	49, 50
section 6.....	140-142
section 10.....	148, 149
section 15.....	142, 143
section 16.....	143-146
section 20.....	146, 147
statistical reports.....	83
tariffs	140
through rates.....	147
uniform classification of freights.....	70, 71, 150
AMERICUS, GA.....	133
ANDREWS SOAP COMPANY v. PITTSBURG, CINCINNATI AND ST. LOUIS Rwy.	
Co. ET AL.....	204
ANNA, ILL.....	134
ANNAPOLIS, WASHINGTON AND BALTIMORE R. R. Co., IN RE.....	164

	Page.
ANNUAL REPORTS OF CARRIERS:	
delay in filing	83
mandamus to compel filing	100, 138
recommendations as to	146, 147
what carriers to make	100
ANNUAL REPORTS OF COMMISSION, SCOPE OF EARLIER	6
ANSWER	269
(See Practice.)	
ANTHONY SALT COMPANY <i>v.</i> MISSOURI PACIFIC Rwy. Co. ET AL	229
ANTISCALPER BILL	61, 139, 150
ANTITRUST LAW	74, 97, 98
APPEALS	31, 35
APPEALS FROM ENGLISH RAILWAY COMMISSION	35
APPENDIX A	151
B	161
C	289
D	297
E	299
APPLICATIONS FOR RELIEF UNDER THE FOURTH SECTION ..	42, 93, 101-103, 105, 108, 282
APPORTIONMENT OF TRAFFIC TO THE SEABOARD	51-60
ARRANGEMENT	26, 100, 269
ARRANGEMENTS, JOINT	26, 27, 71-75, 140, 143, 147, 148, 277
ARBITRATOR'S AWARD	55
ARKANSAS	112, 113, 131, 136
ASSOCIATED WHOLESALE GROCERS OF ST. LOUIS <i>v.</i> MISSOURI PACIFIC Rwy. Co	167
ASSOCIATIONS, RAILWAY:	
agreements	62, 73, 74, 269
efforts at uniform classification	62-64
recommendations	56
ATCHISON, TOPEKA AND SANTA FE R. R. Co.	22, 103
Board of Railroad Commissioners of Kansas <i>v.</i>	22
ATCHISON, TOPEKA AND SANTA FE R. R. Co. ET AL.:	
Duncan <i>v.</i>	240
Freeman <i>v.</i>	262
Johnson-Larimer Dry Goods Co. <i>v.</i>	255
Rice <i>v.</i>	210
San Bernardino Board of Trade <i>v.</i>	206
ATHENS, GA	73
ATLANTA, GA	9, 11, 105, 131, 132, 134, 136
ATLANTA, N. Y.	103
ATLANTA RATE CASE	11
ATLANTIC SEABOARD	40, 47, 51-57, 135
ATLANTIC SEAPORTS	132
ATTORNEY-GENERAL	97
AUGUSTA, GA	73, 132
AUSTIN, TEX	5
AUSTRIA	8
AUTOMATIC COUPLERS	127-131, 282
equipment fitted with	77
number of freight cars fitted with	77
number of freight locomotives fitted with	77
number of passenger locomotives fitted with	77
BALANCE OF THROUGH RATE	121
BALTIMORE, MD	90, 131, 132, 133, 135
BALTIMORE AND OHIO R. R. Co.	10, 55, 93
Interstate Commerce Commission <i>v.</i>	10
Pittsburg, Cincinnati and Saint Louis Rwy. Co. <i>v.</i>	198
Riddle, Dean & Co. <i>v.</i>	170, 174
BALTIMORE AND OHIO SOUTHWESTERN R. R. Co. ET AL., RICE <i>v.</i>	238
BASING POINT SYSTEM	45, 105, 285
BATES ET AL. <i>v.</i> PENNSYLVANIA R. R. Co. ET AL	197, 214
BATH, S. C.	132
BEACON FALLS, CONN	118
BEAVER & Co. <i>v.</i> PITTSBURG, CINCINNATI AND SAINT LOUIS Rwy. Co. ET AL	221
BELLAIRE, ZANESVILLE AND CINCINNATI Rwy. Co.	100, 101
BEHLMER, H. W.	92, 137
BEHLMER <i>v.</i> MEMPHIS AND CHARLESTON R. R. Co. ET AL	244
BEHLMER <i>v.</i> SOUTH CAROLINA AND GEORGIA R. R. Co	137

	Page
BEIN, C. W.....	138
BELT LINE OF CHICAGO.....	53, 54
BELT LINES, FUNCTIONS OF.....	52, 54
BENTON HARBOR, MICH.....	133
BEER.....	93, 94
BERRYVILLE, ARK.....	113
BILLING OF FREIGHT.....	269
BILLS OF LADING.....	27, 269
BILOXI, MISS.....	131, 135, 136
BINGHAMTON, N. Y.....	102, 103
BIRMINGHAM, ALA.....	73, 131, 133
BISHOP <i>v.</i> DUVAL.....	192
BLUEFIELD, W. VA.....	6
BOARD OF RAILROAD COMMISSIONERS OF CALIFORNIA, SOUTHERN PACIFIC Co., <i>v.</i>	30
BOARD OF RAILROAD COMMISSIONERS OF KANSAS <i>v.</i> ATCHISON, TOPEKA AND SANTA FE R. R. CO. ET AL.....	22
BOARD OF TRADE OF CHICAGO <i>v.</i> CHICAGO AND ALTON R. R. CO. ET AL..	207
BOARD OF TRADE OF TROY, ALA.....	38
BOARD OF TRADE OF TROY <i>v.</i> ALABAMA MIDLAND Rwy. Co. ET AL.....	238
BOARDS OF TRADES UNION OF FARMINGTON, ETC., <i>v.</i> CHICAGO, MILWAUKEE AND SAINT PAUL Rwy. Co.....	168
BONDS, AMOUNT OF.....	78
BONDS, AMOUNT OF, PAYING NO INTEREST.....	78
BOOKS, PAPERS, AND DOCUMENTS.....	269
BOSTON AND ALBANY R. R. CO. <i>v.</i> BOSTON AND LOWELL R. R. CO. ET AL..	167
BOSTON AND LOWELL R. R. CO. ET AL., BOSTON AND ALBANY R. R. CO. <i>v.</i> ..	167
BOSTON CHAMBER OF COMMERCE <i>v.</i> LAKE SHORE AND MICHIGAN SOUTH- ERN Rwy. Co. ET AL.....	171
BOSTON FRUIT AND PRODUCE EXCHANGE <i>v.</i> NEW YORK AND NEW ENGLAND R. R. CO. ET AL.....	218, 221
BOSTON, MASS.....	5, 18, 84, 90, 96, 132, 133, 135, 136
BOYER & Co. <i>v.</i> CHESAPEAKE, OHIO AND SOUTHWESTERN Rwy. Co. ET AL..	259
BRAZIL, IND.....	102
BREWER & HANLEITER <i>v.</i> LOUISVILLE AND NASHVILLE R. R. Co.....	138, 264
BRIDGE CHARGES.....	125, 126, 269
BRIDGEPORT, CONN.....	133
BRISTOL, TENN.....	73
BRITISH COLUMBIA.....	101, 134, 136
BROKERAGE, TICKET.....	61, 139, 150, 285
BROOKWOOD, ALA.....	131, 136
BROWN CASE.....	47
BROWNELL <i>v.</i> COLUMBUS AND CINCINNATI MIDLAND R. R. Co.....	237
BUCHANAN <i>v.</i> NORTHERN PACIFIC R. R. Co.....	222
BUFFALO, N. Y.....	5, 73, 102, 103, 109, 123
BURDEN OF PROOF.....	269
BURLINGTON AND MISSOURI RIVER R. R. CO. IN NEBRASKA: Griffie <i>v.</i>	184
Lincoln Board of Trade <i>v.</i>	181
BURTON STOCK-CAR CO. <i>v.</i> CHICAGO, BURLINGTON AND QUINCY R. R. CO. ET AL.....	166
BUSINESS MEN'S ASSOCIATION OF MINNESOTA <i>v.</i> CHICAGO AND NORTHWEST- ERN Rwy. Co.....	178
BUSINESS MEN'S ASSOCIATION OF MINNESOTA <i>v.</i> CHICAGO, SAINT PAUL, MINNEAPOLIS AND OMAHA Rwy. Co.....	176
BUTTE, MONT.....	133
CADILLAC, MICH.....	126
CAIRO, ILL.....	68
CALERA, ALA.....	73
CALIFORNIA.....	29, 76, 136
CALIFORNIA RAILROAD COMMISSION.....	111
CAMARGO, ILL.....	116
CANADA.....	66, 101
CANADIAN COMPETITION.....	270
CANADIAN PACIFIC RAILWAY.....	40, 101, 102
CANADIAN PACIFIC Rwy. Co. ET AL., JAMES & ABBOTT, <i>v.</i>	236
CAPACITY OF CARS.....	115-118
CAPE GIRARDEAU AND SOUTHWESTERN Rwy. Co., MISSOURI AND ILLINOIS R. R. TIE AND LUMBER Co. <i>v.</i>	164

	Page.
CAPEHART ET AL. v. LOUISVILLE AND NASHVILLE R. R. CO. ET AL.....	212
CAPITALIZATION AND VALUATION OF RAILWAY PROPERTY.....	78
CAPITAL, RAILWAY, AMOUNT OF.....	78
CAPITAL, RAILWAY, AMOUNT OF, PER MILE OF LINE.....	78
CAPITAL STOCK.....	270
CARGO LOTS.....	123
CARLOAD RATES.....	68, 123, 270
mixed.....	278
minimum and maximum.....	115-118, 286
CAR MILEAGE.....	270
CARRIAGE OF PERSONS FREE, OR AT REDUCED RATES, RE.....	224
CARRIERS	
annual reports of.....	100, 138, 146, 147
application by, for relief from the operation of the fourth section.....	42
apportionment of traffic.....	93, 101-103, 105, 108, 282
as development companies.....	51-60, 280
by water.....	120, 273
cargo lots from elevators.....	41-43, 286
carrying at the balance of the through rate.....	123, 285
charter.....	121
combinations of.....	270
competitive relations between.....	25, 48-51, 54-56, 62, 74, 97, 98, 280
connecting.....	7,
cost of carriage.....	8, 14, 24, 26, 37-43, 72, 74, 91, 92, 98, 102, 103-107, 125, 271
delay in filing annual statistical reports.....	26, 71-75, 96, 118, 272
duty of, as to tariffs.....	18, 40, 272
efforts to obtain uniform classification.....	82
import traffic rates charged by.....	83-90, 140
irregular practices of, in the transportation of grain.....	62-64
objection to uniform classification.....	9
offenses committed by.....	51-60
pooling of freight.....	64, 68
protecting through rate.....	60, 138
rate sheets.....	25, 48-51, 54-56, 62, 74, 97, 98, 280
reduction of rates.....	71-75, 147
safety-appliance act.....	5, 46-49, 51, 71, 83-90, 95, 99, 108, 113, 116, 118-120, 122, 125, 138, 140, 281
subject to interstate-commerce act.....	24, 33, 47, 63, 91, 92, 103-105, 281
CARS.....	127-131, 282
capacity.....	100, 111, 124, 270
CARS, FREIGHT.....	270
number fitted with automatic couplers.....	115-118
number fitted with train brakes.....	77
CARS, FREIGHT, OWNED BY PRIVATE PARTIES, AMOUNT PAID FOR USE.....	77
CARS, FREIGHT, PER 1,000,000 TONS OF FREIGHT CARRIED.....	77
CARS IN FREIGHT SERVICE, NUMBER OF.....	77
CARS, PASSENGER.....	77
number fitted with automatic couplers.....	77
number fitted with train brakes.....	77
CARS, PASSENGER, PER 1,000,000 PASSENGERS CARRIED.....	77
CARS, TOTAL NUMBER IN SERVICE.....	76
CARTAGE OF FREIGHT.....	93, 94, 270
CARY ET AL. v. EUREKA SPRINGS Rwy. Co. ET AL.....	266
CASES DECIDED BY THE COMMISSION.....	101-126
civil, pending in the courts.....	137, 138
classification.....	122
damages for refusal to forward freight over an existing through route..	122
free transportation of shippers.....	110
group rates on vegetables.....	122
legality of maximum and minimum carload weights which vary accord- ing to capacity of cars.....	117
lower rates on "ex-lake grain" in cargo lots than on such grain in car- loads.....	123
lower rates on freight between the same points when forwarded by wagon from the railway terminal.....	112
miscellaneous.....	125
Omaha Bridge Case.....	125

CASES DECIDED BY THE COMMISSION—Continued.	Page.
posting of rate schedules.....	122
power and duty of the Commission as to unreasonable rates since decision of the Supreme Court in the "Freight Bureau Cases"	114
proceedings under the fourth section	101
purchase and sale of grain by a carrier to hold the transportation over its own line.....	120
rates on milk from competing producing localities to a common market.	108
reasonable freight rates between points in Missouri and points in Arkansas.....	113
reasonable passenger fares.....	112
regulation of electric railways under the act.....	124
reshipment of grain at the "balance of the through rate"	121
rules or regulations which change or affect rates	115
tariff rates over connecting lines.....	118
transportation through different States which begins and ends in the same State	111
CATAWBA, N. C.....	133
CATOR <i>v.</i> SOUTHERN PACIFIC CO. ET AL.....	241
CENTRAL R. R. CO. OF N. J. ET AL., N. J. FRUIT EXCHANGE <i>v.</i>	181
CHARGES. (<i>See</i> Rates.)	
CHARLESTON, S. C.....	44, 45, 92, 131, 136
CHARLESTON TRUCK FARMER'S CASE.....	90
CHARTER OF CARRIER.....	270
CHATTANOOGA BOARD OF TRADE <i>v.</i> EAST TENNESSEE, VIRGINIA AND GEORGIA Rwy. Co. ET AL.....	235
CHATTANOOGA, ROME AND COLUMBUS R. R. CO. ET AL., HAMILTON & BROWN <i>v.</i>	218
CHATTANOOGA, TENN.....	73, 133, 135, 137
CHESAPEAKE, OHIO AND SOUTHWESTERN Rwy. Co. ET AL., BOYER & Co. <i>v.</i>	259
CHICAGO AND ALTON R. R. Co.....	127
CHICAGO AND ALTON R. R. Co. ET AL., BOARD OF TRADE OF CHICAGO <i>v.</i>	207
CHICAGO AND ALTON R. R. Co.:	
Chicago, Rock Island and Pacific Rwy. Co. <i>v.</i>	197
Leonard <i>v.</i>	196
<i>re</i>	268
<i>v.</i> Pennsylvania R. R. Co. et al.....	165
CHICAGO AND EASTERN ILLINOIS R. R. Co.....	102, 265
CHICAGO AND ERIE R. R. Co.....	55, 134, 136
CHICAGO AND GRAND TRUNK Rwy. Co.....	55
Larrison <i>v.</i>	166
Michigan Congress-Water Co. <i>v.</i>	189
Potter Manufacturing Co. <i>v.</i>	234
CHICAGO AND INDIANA STATE LINE R. R. Co.....	52
CHICAGO AND NORTHWESTERN Rwy. Co., BUSINESS MEN'S ASSOCIATION OF MINNESOTA <i>v.</i>	178
CHICAGO AND NORTHWESTERN Rwy. Co. ET AL., COMMERCIAL CLUB OF OMAHA <i>v.</i>	268
CHICAGO AND NORTHWESTERN Rwy. Co.:	
Logan et al. <i>v.</i>	189
Macloon <i>v.</i>	224
Rend <i>v.</i>	187
CHICAGO AND WESTERN INDIANA R. R. Co.....	52
CHICAGO BELT LINE Co.....	53, 54
CHICAGO, BURLINGTON AND QUINCY Rwy. Co.....	33
Burton Stock-car Co. <i>v.</i>	166
CHICAGO, BURLINGTON AND QUINCY R. R. Co. ET AL., MARTIN ET AL. <i>v.</i>	176
CHICAGO GREAT WESTERN Rwy. Co.....	120, 132
CHICAGO, HAMMOND AND WESTERN R. R. Co.....	52
CHICAGO, ILL.....	5, 18, 21, 27, 33, 51, 52, 53, 54, 55, 57, 59
63, 68, 84, 90, 91, 92, 96, 102, 103, 104, 120, 121, 125, 131, 132, 133, 134, 135, 136	
CHICAGO, KALAMAZOO AND SAGINAW R. R. Co.....	101
CHICAGO, MILWAUKEE AND ST. PAUL Rwy. Co.....	24, 28, 99
boards of Trade Union of Farmington, etc., <i>v.</i>	168
Eau Claire Board of Trade <i>v.</i>	24, 230
La Crosse, Merchants and Jobbers' Union, <i>v.</i>	175
Mount Vernon Milling Co. <i>v.</i>	262
Raymond <i>v.</i>	169
<i>v.</i> Minnesota.....	28

	Page.
CHICAGO, ROCK ISLAND AND PACIFIC R.WY. CO.	
Alford <i>v</i>	199
<i>v</i> . Chicago and Alton R. R. Co.	197
CHICAGO, ROCK ISLAND AND PACIFIC R.WY. CO. ET AL.	
Commercial Club of Omaha <i>v</i>	257
Daniels <i>v</i>	251
Emerson <i>v</i>	246
Schumacher Milling Co. et al. <i>v</i>	240
CHICAGO, ST. PAUL AND KANSAS CITY R.WY. CO. RE	182
CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA R.WY. CO., BUSINESS MEN'S ASSOCIATION OF MINNESOTA <i>v</i>	176
CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA R. R. CO., FULTON <i>v</i>	165
CHINA	8
CINCINNATI FREIGHT BUREAU ET AL. <i>v</i> . CINCINNATI, NEW ORLEANS AND TEXAS-PACIFIC R.WY. CO. ET AL	16, 243, 261
CINCINNATI, HAMILTON AND DAYTON R. R. CO. ET AL., PROCTOR & GAMBLE <i>v</i>	206, 216
CINCINNATI, HAMILTON AND DAYTON R. R. CO., <i>Re</i>	245
CINCINNATI, JACKSON AND MACKINAW R.WY. CO. ET AL., TECUMSEH CELERY Co. <i>v</i>	238
CINCINNATI, NEW ORLEANS AND TEXAS PACIFIC R.WY. CO	10, 13, 14, 16
Cincinnati Freight Bureau et al., <i>v</i>	16, 243, 261
Interstate Commerce Commission <i>v</i>	13, 14
James & Mayer Buggy Co. <i>v</i>	221
Kentucky Railroad Commission <i>v</i>	267
New Orleans Cotton Exchange <i>v</i>	186, 200
<i>v</i> . Interstate Commerce Commission	10
CINCINNATI, OHIO	6, 93, 94, 105, 106, 108, 115, 116, 117, 123, 126, 131, 133, 134, 135, 136
CINCINNATI, WASHINGTON AND BALTIMORE R. R. CO. ET AL., RICE <i>v</i>	228
CIRCUITOUS ROUTES	270
CIRCULARS, TARIFF	84, 116
CIRCUMSTANCES AND CONDITIONS ..	7, 8, 9, 26, 37-43, 91, 92, 93, 94, 106, 107, 110, 113, 270
CIVIL CASES PENDING IN THE COURTS	137, 138
CLAIMS FOR DAMAGES	98, 273
assignability of	98
CLARK, IN RE	202
CLASS AND COMMODITY RATES	271
CLASSIFICATION	85, 122, 126, 143, 271
uniform	62-71, 139, 150, 286
CLASS RATES	91, 92, 271
CLEMENTS, JUDSON C.	150
CLERICAL FORCE	151
CLEVELAND, OHIO	6, 122
CLEVELAND, CINCINNATI, CHICAGO AND ST. LOUIS R.WY. CO	55, 123
CLYDE STEAMSHIP CO	137
CLYDE STEAMSHIP CO. ET AL., GEORGIA RAILROAD COMMISSION <i>v</i>	231
COAL	18, 71, 72, 90, 102, 107, 118, 271
COLORADO	33, 91, 92, 103, 104, 133, 136
COLORADO COMMON POINTS	33
COLORADO FUEL AND IRON CO. <i>v</i> . SOUTHERN PACIFIC CO. ET AL	252
COLUMBIA, N. Y.	108
COLUMBUS AND CINCINNATI MIDLAND R. R. CO., BROWNELL <i>v</i>	237
COLUMBUS AND WESTERN R. R. CO. ET AL., HARWELL ET AL. <i>v</i>	169
COMBINATION:	
in restraint of trade	74, 97, 98
COMBINATION RATES	27, 71, 74, 89, 92, 118-120, 271
COMBINATIONS, RAILWAY	25, 48-51, 54-56, 62, 74, 97, 98, 280
COMMERCE:	
between Maryland and District of Columbia	124
interstate	111, 124, 276
COMMERCIAL CLUB OF OMAHA:	
<i>v</i> . Chicago and Northwestern Rwy. Co. et al	268
<i>v</i> . Chicago, Rock Island and Pacific Rwy. Co. et al	257
COMMERCIAL CONSIDERATIONS	271
COMMERCIAL TRAVELERS	271
COMMISSION CASES BEFORE THE COURTS	31
COMMISSION OF FISH AND FISHERIES, IN RE	163
COMMISSIONS ON SALE OF TICKETS	271
COMMISSION'S POWER AS TO RATES	16
COMMODITY RATES	107, 117, 118, 123, 271
COMMON CARRIERS. (<i>See</i> Carriers.)	

	Page
COMMON CONTROL, MANAGEMENT OR ARRANGEMENT.....	26, 100, 271
COMMON-LAW REQUIREMENT	13
COMMUTATION TICKETS.....	271
COMPENSATION OF RAILWAY EMPLOYEES.....	78
COMPETITION	271
affecting rates	7
arising in foreign countries	8, 275
Canadian	101, 270
legalized pooling would lessen	49
market	24, 91, 92, 106, 107, 278
rail	14, 26, 37-43, 72-74, 91, 92, 98, 102, 103-107, 125, 271
second section	93, 94
water	41-43, 91, 92, 93, 106, 286
with carriers not subject to the act.....	41, 46
COMPETITIVE POINTS.....	271
(See Competition.)	
COMPLAINT.....	16, 19, 30, 272
COMPLAINTS	
formal	20
informal.....	32
CONCENTRATION OF BUSINESS INTERESTS.....	272
CONCESSION OF RELIEF.....	123, 126, 272
CONDUCTING TRANSPORTATION, EXPENSES CHARGEABLE TO.....	79
CONGRESS	
delegated powers of.....	34
intent of, as to property rights	7
CONNECTICUT.....	71, 72, 108, 118
CONNECTING LINES	26, 71-75, 96, 118, 272
CONSOLIDATION OF ROADS	272
CONSTRUCTION, PUBLICATION, AND FILING OF TARIFFS.....	83-90
CONTINUOUS CARRIAGE OF FREIGHTS	100, 125, 147, 272
CONTRACTS	272
CONVENTION OF STATE RAILROAD COMMISSIONERS	139, 140
CORDELE MACHINE SHOP v. LOUISVILLE AND NASHVILLE R. R. Co. ET AL.....	249
CORONA, ALA	107
COST OF CARRIAGE	18, 40, 272
COST OF SERVICE.....	38, 272
CORN.....	115-117
COTTON.....	18, 38, 272
COTTON-SEED MEAL.....	108
COUNCIL BLUFFS, IOWA.....	125
COUNCILL v. WESTERN AND ATLANTIC R. R. Co.....	169
COUNSEL AND ATTORNEY'S FEES	273
COUPLERS, AUTOMATIC.....	127-131, 282
COURT DECISIONS.....	6-46, 73, 74, 90-101
claims for damages.....	98
enforcing reparation to injured shippers.....	97
free-cartage case.....	94, 95
Joint Traffic Association and Trans-Missouri Association cases.....	97, 98
jurisdiction of circuit courts	96
long and short haul section	91-93
mandamus proceedings to compel carriers to file annual reports with the commission	100
order of commission binding upon successor corporations.....	95, 96
original suits in court based on alleged unreasonable tariff rates.....	99
power of Commission to prescribe maximum rates	90
Summerville hay case.....	92
Wight case	93, 94
COURTS	
civil cases pending in	137, 138
criminal proceedings.....	138
decisions of.....	6-46, 73, 74, 90-101
mandamus to compel filing of reports	100
refusal to enforce order.....	5-7, 27, 28, 34, 35
COVINGTON BRIDGE CASE.....	111
COXE BROS. & Co. v. LEHIGH VALLEY R. R. Co.....	90, 217
CREWS ET AL. v. RICHMOND AND DANVILLE R. R. Co.....	171
CRIMINAL OFFENSES	60
CRIMINAL PROCEEDINGS	60, 138

	Page
CUBA.....	8
CUMBERLAND, MD	136
CURRENT LIABILITIES, INTEREST-BEARING, INTEREST ACCRUED ON.....	80
CUT RATES.....	24, 47, 63, 91, 92, 103, 105, 281
DALLAS FREIGHT BUREAU <i>v.</i> TEXAS AND PACIFIC Rwy. Co.....	22
DALLAS, TEX	6, 134, 135
DAMAGES.....	98, 122, 273
awarded by the Commission	16, 19-21, 30, 97, 99, 105, 123, 142, 143, 282
for refusing to forward freight over an existing through route.....	122
DANIELS <i>v.</i> CHICAGO, ROCK ISLAND AND PACIFIC Rwy. Co., ET AL.....	251
DANVILLE, VA	133
DAWSON, GA.....	133
DECISIONS	
by Commission.....	101-126
miscellaneous	125
United States court	9-35, 90-100
DEDUCTIONS FROM INCOME	79
analysis of.....	80
DEFECTS IN THE ACT, SHOWN BY RECENT ADJUDICATIONS.....	6, 90-100
DELAWARE AND HUDSON CANAL CO. ET AL., THATCHER <i>v.</i>	15, 16, 166
DELAWARE, LACKAWANNA AND WESTERN R. R. Co.....	102, 108, 134, 136
Haddock <i>v.</i>	214
Milk Producers' Protective Association <i>v.</i>	259
Page et al. <i>v.</i>	242, 254
<i>Re</i>	266
Shamberg <i>v.</i>	219
DELAWARE STATE GRANGE <i>v.</i> NEW YORK, PHILADELPHIA AND NORFOLK R. R. Co. ET AL.....	182, 218, 227
DELAY IN THE COURTS	32
DELAY OF CARRIERS IN FILING REPORTS.....	83
DEMORALIZATION IN RATES	51-60
DEMURRAGE.....	273
DENVER, COLO	33, 91, 92, 103, 133
DEPOSITIONS.....	273
DETROIT BOARD OF TRADE ET AL. <i>v.</i> GRAND TRUNK Rwy OF CANADA ET AL.....	184
DETROIT, GRAND HAVEN AND MILWAUKEE Rwy Co	94
Stone Carten <i>v.</i>	201
DETROIT, MICH.....	6
DEVELOPMENT COMPANIES	273
DEVIATION FROM PUBLISHED TARIFFS	46, 49, 59, 138
DIFFERENTIAL RATES.....	24, 25, 33, 126, 273
DIFFICULTY IN OBTAINING STATISTICAL REPORTS.....	82
DISABLED SOLDIERS AND SAILORS, IN RE	164
DISADVANTAGE, UNREASONABLE.....	126
DISCRIMINATION	273
DISTANCE.....	38, 108-110, 273
DISTRIBUTION OF CARS	273
DISTRICT OF COLUMBIA.....	124
DIVIDENDS DECLARED DURING YEAR, AMOUNT OF	79
paid, total amount of.....	78
DIVERSION OF TRAFFIC.....	52, 54-58
DIVISIONS OF JOINT RATES	26, 27, 118-120, 273
(See Through routes and through rates.)	
DOCUMENTARY EVIDENCE	273
DOMESTIC TRAFFIC	7, 58, 273
rates on, compared with with those on import traffic.....	7
"DOUBLE CROSS" SYSTEM	52
DRAWBARS	273
DUE PROCESS OF LAW	28, 29
DUNCAN <i>v.</i> ATCHISON, TOPEKA AND SANTA FE R. R. Co. ET AL.....	240
DURHAM, N. C.....	133, 134
DUVAL, BISHOP <i>v.</i>	192
DYERSBURG, TENN.....	108
EARNINGS	
and expenses.....	79
express	79
from carrying mail.....	79
from operation, gross.....	79

EARNINGS—Continued.	Page.
other	79
other, passenger service	79
of railroads	112, 113
EASTERN STATES	135
EAST ST. LOUIS	122, 134, 135
EAST TENNESSEE, VIRGINIA AND GEORGIA Rwy. Co.	72, 73, 137
Chattanooga Board of Trade <i>v.</i>	235
Farrar & Co. <i>v.</i>	172
Heck & Petree <i>v.</i>	173
James & Abbott <i>v.</i>	196
Little Rock and Memphis R. R. Co. <i>v.</i>	72, 191
Pyle & Sons <i>v.</i>	172
EAU CLAIRE BOARD OF TRADE <i>v.</i> CHICAGO, MILWAUKEE AND ST. PAUL Rwy. Co. ET AL	24, 230
EAU CLAIRE, WIS	24, 25, 134
EDMUNDS <i>v.</i> ILLINOIS CENTRAL Rwy. Co.	98
EIGHTH SECTION	98, 273
ELECTRIC RAILWAYS, REGULATION OF	124, 273
ELEVATOR CHARGES	273
ELGIN, JOLIET AND EASTERN RAILWAY Co	52
ELVEY <i>v.</i> ILLINOIS CENTRAL R. R. Co.	202
EMERSON <i>v.</i> CHICAGO, ROCK ISLAND AND PACIFIC Rwy. Co. ET AL	246
EMIGRANTS	273
EMPLOYEES	
injured, number of	80
killed, number of	80
EMPLOYEES OF RAILWAYS	
assigned to conducting transportation	77
assigned to general administration	77
assigned to maintenance of equipment	77
assigned to maintenance of way and structures	77
number of	77
per 100 miles of line	77
EMPLOYEES OF THE COMMISSION	151
ENCOURAGEMENT OF INDUSTRIES	274
ENFORCING REPARATION AWARDED TO INJURED SHIPPERS	97
ENFORCEMENT OF THE ACT	5, 6, 12, 13
ENGLAND	8, 39, 43, 44, 48, 49, 67, 69, 138
ENGLISH ACTS	39, 40, 74
ENGLISH COURTS	40
ENGLISH RAILWAY COMMISSION	35, 40
ENVELOPES	126
EQUALITY CLAUSE	39, 43, 274
EQUIPMENT	274
density	77
fitted with automatic couplers	77
train brakes	77
railway	76
EQUIPMENT OBLIGATIONS, AMOUNT OF	78
ERIE CANAL	123
ERIE RAILROAD Co	96, 108, 109
ESTOPPEL	274
EUFULA, ALA	133
EUREKA SPRINGS, ARK	112, 113, 115
EUREKA SPRINGS R. R. Co	112, 113, 114
Cary et al. <i>v.</i>	266
Missouri R. R. Commission <i>v.</i>	258
EVANS <i>v.</i> OREGON RAILWAY AND NAVIGATION Co	169
EVANS <i>v.</i> UNION PACIFIC Rwy. Co. ET AL	254
EVIDENCE	19, 22, 31, 47, 50, 60, 61, 96, 126, 141, 143, 274
EXAMINERS OF RAILWAY ACCOUNTS	139
EXCEPTION SHEETS	85
EXCESSIVE RATES	14, 20, 22, 99, 108-110, 114, 115, 122
EXCURSION RATES AND TICKETS	274
EX-LAKE GRAIN	123
EX PARTE APPLICATION	274
EXPENSES	
operating	79
unclassified	79

	Page.
EXPORT TRADE OF BOSTON, IN RE	164
EXPORT TRAFFIC	6-9, 58, 274
EXPRESS COMPANIES	170, 274
FACILITIES OF TRAFFIC	23, 26, 71-75, 93, 94, 97, 112, 113, 143, 147, 148, 274
FACT, FINDINGS OF	28, 31, 34-36, 143, 275
FAILURE TO MAINTAIN PUBLISHED RATES	46
FAIR OAKS, IND	102, 134
FARES, PASSENGER	101, 112, 279
FARGO, N. DAK	137
FARMERS' LOAN AND TRUST COMPANY, REAGAN v	28, 29
FARRAR & CO. v. EAST TENNESSEE, VIRGINIA AND GEORGIA Rwy. Co ...	172
FAST-FREIGHT LINES	274
FAST-TRAIN SERVICE	274
FAVOR IN TRANSPORTATION	274
(See Preference or advantage.)	
FEDERAL AUTHORITY	275
FERRY EXPENSES	275
FERTILIZERS	44, 45
FEWELL v. RICHMOND AND DANVILLE R. R. Co. ET AL	267
FIELD, MR. JUSTICE	111
FIFTEENTH SECTION	115, 142, 143, 275
FIFTH SECTION	25, 48-51, 54-56, 62, 74, 97, 98, 275
FILING OF ANNUAL REPORTS	100, 138, 146, 147
FILING OF TARIFFS	83-90, 289
FINDINGS OF FACT BY COMMISSION	28, 31, 34-36, 143, 275
FIRST SECTION	13, 15, 26, 100, 112, 113, 140, 275
FISH COMMISSION	275
FITCHBURG R. R. Co., RE	255
FIXING RATES	9-14, 35, 99, 110, 112, 114, 115, 143, 281
FLINT AND PERE MARQUETTE R. R. Co. ET AL.:	
Michigan Box Co. v	248
Milwaukee Chamber of Commerce v	187
FLORIDA	17, 19, 22, 76, 135, 136
State railroad commission	17, 19
FLORIDA CENTRAL AND PENINSULAR R. R. Co. ET AL., PERRY v	225
FLORIDA FRUIT EXCHANGE, SAVANNAH, FLORIDA AND WESTERN Rwy.	
Co. v	17, 19, 90
FLORIDA RAILROAD COMMISSION v. SAVANNAH, FLORIDA AND WESTERN	
Rwy. Co. ET AL	222, 226
FLOUR	18, 53, 54, 275
FOOD PRODUCTS	275
FOREIGN TRAFFIC	141, 275
FORM AND CONTENTS OF RATE SCHEDULES	83-90, 115-120, 245
FORMAL PROCEEDINGS INSTITUTED BEFORE THE COMMISSION	22, 131-137
FORT WORTH, TEX	6, 134
FOURTEENTH, FIFTEENTH, AND SIXTEENTH SECTIONS	275
FOURTH SECTION	7, 26, 33, 37-46, 91-95, 101-108, 146, 275
FRAUDS	275
FREE CARTAGE OF FREIGHT	94, 95, 275
FREEMAN v. ATCHISON, TOPEKA AND SANTA FE R. R. Co. ET AL	262
FREMONT, ELKHORN AND MISSOURI VALLEY R. R. Co. ET AL., RE	246
FREE PASSES AND FREE TRANSPORTATION	110, 275
FREE STORAGE OF COTTON	138
FREE TRANSPORTATION OF SHIPPERS	110
FREIGHT	275
carried per freight locomotive	77
classification	85, 122, 126, 143, 271
continuous carriage of	100, 125, 147, 272
free cartage of	94, 95, 275
rates to competing localities	24, 91, 92, 106, 107, 271
revenue	79
service, other earnings from	79
tons of, carried	79
tons of, carried 1 mile	79
tons of, carried 1 mile, per mile of line	79
traffic, density of	79
war	24, 33, 47, 63, 91, 92, 103-105, 281
FREIGHT BUREAU CASES	13, 15, 16, 90
FUNDED DEBT, AMOUNT OF	78

FUNDED DEBT, AMOUNT OF—Continued.	Page.
on which interest was paid.....	78
no interest was paid.....	78
FUNDED DEBT, INTEREST ACCRUED ON	80
FULTON <i>v.</i> CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA R. R. Co.....	165
GAINESVILLE, FLA	132, 136
GALLATIN, TENN.....	135
GALVESTON, TEX	6, 134, 135
GARDNER, VA.....	132
GARRETT, ILL.....	115
GASKINS, ARK	112
GENERAL EXPENSES, OPERATING	79
GEORGIA	76, 135, 136, 137, 138
GEORGIA CENTRAL RAILROAD Co	38
GEORGIA RAILROAD COMMISSION.....	41
<i>v.</i> Clyde Steamship Co. et al	231
GEORGIA R. R. Co	137
Heard <i>v.</i>	171, 192
GEORGETOWN, GA.....	133
GERKE BREWING Co. <i>v.</i> LOUISVILLE AND NASHVILLE R. R. Co. ET AL....	236
GERMANY.....	8
GOVERNMENT-AIDED TELEGRAPH LINES.....	100
GRAB IRONS	276
GRAIN-RATE INVESTIGATION	51, 57, 120, 121
GRAIN AND GRAIN PRODUCTS	47, 51-60, 90, 120, 121, 123, 276
GRAIN SHIPPERS OF NORTHWEST IOWA <i>v.</i> ILLINOIS CENTRAL RAILROAD Co.....	22
GRAND RAPIDS, MICH.....	94, 95, 101, 126
GRAND TRUNK RWY. OF CANADA ET AL.....	
Detroit Board of Trade et al. <i>v.</i>	184
McMorran et al. <i>v.</i>	195
GREAT NORTHERN RWY. Co	101, 134
Minneapolis Chamber of Commerce <i>v.</i>	235
Re.....	261
GREENSBORO, N. C.....	131, 133, 134
GRIFFEE <i>v.</i> BURLINGTON AND MISSOURI RIVER R. R. Co. IN NEBRASKA	
ET AL.....	184
GRIFFIN, GA	105, 106, 138
GROSS EARNINGS OF RAILWAYS	79
GROUP RATES	108-110, 122, 276
GROUP RATES ON VEGETABLES	122
GULF, COLORADO AND SANTA FE R. R. Co. <i>v.</i> HEFLEY	116
GUSTIN <i>v.</i> ILLINOIS CENTRAL R. R. Co. ET AL.....	267
HADDOCK <i>v.</i> DELAWARE, LACKAWANNA AND WESTERN R. R. Co.....	214
HAMILTON & BROWN <i>v.</i> CHATTANOOGA, ROME AND COLUMBUS R. R. Co.	
ET AL.....	218
HAMPTON, FLA.....	135
HARLAN, MR. JUSTICE.....	50
HARLEM RIVER, N. Y	135
HARRISON, ARK	113
HARRISON TRANSPORTATION COMPANY	113
HARTFORD, CONN	71
HARVARD Co. <i>v.</i> PENNSYLVANIA Co. ET AL.....	210
HARWELL ET AL. <i>v.</i> COLUMBUS AND WESTERN R. R. Co. ET AL.....	169
HAWKINSVILLE, GA	131, 136
HAY.....	92, 95
HEARD <i>v.</i> GEORGIA R. R. Co.....	171, 192
HEARINGS AND INVESTIGATIONS.....	5, 51, 101-137, 276
HECK & PETREE <i>v.</i> EAST TENNESSEE, VIRGINIA AND GEORGIA RWY. Co.	
ET AL.....	173
HERSCHEL, LORD	44
HEZEL MILLING Co. <i>v.</i> ST. LOUIS, ALTON AND TERRE HAUTE R. R. Co. ET AL.....	223
HILL & BRO. <i>v.</i> NASHVILLE, CHATTANOOGA AND ST. LOUIS RWY. Co. ET AL.....	248
HINDRANCES TO REGULATION.....	5, 6, 12, 13
HOBOKEN, N. J	108, 109
HOGS AND HOG PRODUCTS	276
HOLBROOK ET AL <i>v.</i> ST. PAUL, MINNEAPOLIS AND MANITOBA R. R. Co.....	165
HORNELLVILLE, N. Y.....	108
HOT SPRINGS, VA.....	133

HOUSE OF REPRESENTATIVES, UNITED STATES:	Page.
Committee on Interstate and Foreign Commerce	61
resolution on uniform classification	63
HOUSTON, TEX.	6, 134, 135
HOWELL CASE	109
HOWELL ET AL <i>v.</i> NEW YORK, LAKE ERIE AND WESTERN R. R. CO. ET AL.	183
HOW SHALL ORDERS OF COMMISSION BE ENFORCED	27
HUDSON RIVER	108, 109
HUNTINGTON, W. VA.	73
HURLBURT <i>v.</i> LAKE SHORE AND MICHIGAN SOUTHERN RWY. CO.	180
ILLINOIS	68, 115
ILLINOIS CENTRAL R. R. CO.	22, 98
Elvey <i>v.</i>	202
Grain Shippers of Northwest Iowa <i>v.</i>	22
Gustin <i>v.</i>	267
Lippman & Co. <i>v.</i>	188
New Orleans Cotton Exchange <i>v.</i>	199
IMMIGRANT CARS	276
IMPERIAL COAL COMPANY ET AL. <i>v.</i> PITTSBURG AND LAKE ERIE R. R. CO. ET AL.	190
IMPORT AND EXPORT TRAFFIC	6-9, 276
IMPORT RATE CASE	58, 100, 111, 276
disadvantages under	58
extract from	9, 58
opportunities for discrimination	59
IMPORT TRAFFIC, RATES ON, COMPARED WITH THOSE ON DOMESTIC TRAFFIC..	7
INCOME	
from operation	79
from other sources	79
net	79
INCOME BONDS	
amount of	78
paying no interest	78
INDEPENDENT REFINERS' ASSOCIATION <i>v.</i> WESTERN NEW YORK AND PENN- SYLVANIA R. R. CO. ET AL.	232, 239, 249, 250
INDEX TO POINTS DECIDED BY THE COMMISSION	269
INDIANA	102, 134, 136
Indiana, Decatur and Western Rwy. Co., Suffern, Hunt & Co. <i>v.</i>	115, 265
INDIANAPOLIS, IND.	115, 117, 134
INDIAN SUPPLIES	163, 276
INDIAN TERRITORY	76
INDICTMENTS UNDER THE STATUTE	60, 138, 148
INFORMAL COMPLAINTS	32
INLAND CARRIAGE OF IMPORTED TRAFFIC, CHARGES ON	8
INLAND RATES	
on domestic traffic	7, 8, 9
on import traffic	7, 8, 9
INSPECTION OF	
cars	276
railway accounts	50
INSTRUMENTALITIES OF SHIPMENT OR CARRIAGE	112, 113, 276
INTERCHANGE OF TRAFFIC	276
INTERMEDIATE POINTS, RATES TO	33, 43, 45, 91, 92, 101-108
INTERNATIONAL AND GREAT NORTHERN R. R. CO.	29
INTERSTATE AND FOREIGN COMMERCE, HOUSE COMMITTEE ON	61
INTERSTATE COMMERCE	111, 124, 276
Senate Committee on	62, 63, 66, 70
INTERSTATE COMMERCE COMMISSION	5, 10, 14, 15, 19, 20, 34, 50, 51, 66, 137, 276
administrative work	5
amendments	35, 61, 70, 71, 83, 140-150
annual reports of carriers	100, 138, 146, 147
application to, for relief from operation of fourth section	42,
93, 101-103, 105, 108, 282	
appropriation and expenditures	5, 151
Cincinnati, New Orleans and Texas Pacific Rwy. Co. <i>v.</i>	10
civil cases pending in the courts	137, 138
complaints	16, 19, 30, 272
delay of carriers in filing reports	83

INTERSTATE COMMERCE COMMISSION—Continued.		Page.
earlier reports of.....		6
effect of order of.....		31-34
enforcement of order of.....		7, 27
evidence before.....	19, 22, 31, 47, 50, 60, 61, 96, 126, 141, 143,	274
expenditures.....		5, 151
findings of fact.....	28, 31, 34-36, 143,	275
formal proceedings.....		22, 131
further legislation needed.....	35, 61, 70, 71, 83, 140-150	
has no real power as to rates.....		16
hearings and investigations.....	5, 51, 101-137,	277
held to have proceeded on improper basis in import rate case.....		7
how shall orders of, be enforced.....		27
jurisdiction.....	9, 14, 16, 25, 27, 99, 100, 111, 114, 115, 147, 148,	277
names and compensation of employees.....		5, 151
no power to correct undue preferences.....		23
not empowered to fix rates in advance.....		10
orders of, reviewable.....		34, 35
penal provisions recommended by.....		148, 149
power over through rates.....		147, 148
power to compel through routing.....		27
power to fix minimum rates.....	9-14, 25, 114, 115	
power to grant relief under fourth section.....		146, 282
practice before.....	28, 30-34, 95, 96, 98, 99, 143-149,	280
procedure before.....		30-34, 280
proceedings under safety-appliance act.....		127-131, 282
recommendations.....	35, 61-71, 83, 140-150	
references to annual reports of.....		71, 73
reparation awarded.....	16, 19-21, 30, 97, 99, 105, 123, 142, 143,	282
rules of procedure.....		30, 282
suits instituted to enforce orders.....		137, 138
ticket brokerage.....	61, 139, 150,	285
uniform classification.....		62-71, 286
vacating order.....	90, 91, 94, 97	
<i>v. Alabama Midland Rwy. Co. et al</i>		37, 38, 91
<i>v. Baltimore and Ohio R. R. Co.</i>		10
<i>v. Bellaire, Zanesville and Cincinnati Rwy. Co.</i>		100
<i>v. Cincinnati, New Orleans and Texas Pacific Rwy. Co</i>	13, 14,	90
<i>v. Clydo Steamship Co</i>		137
<i>v. East Tennessee, Virginia and Georgia Rwy. Co</i>		137
<i>v. Georgia R. R. Co.</i>		137
<i>v. Louisville and Nashville R. R. Co</i>		137
<i>v. Northern Pacific R. R. Co</i>		137
<i>v. Southern Rwy. Co</i>		138
<i>v. Western New York and Pennsylvania R. R. Co.</i>	96, 97,	138
views on pooling.....		49
work of.....	5, 51, 101-137	
INTRASTATE SHIPMENTS.....		89, 90
INVESTIGATION, DEMORALIZATION OF GRAIN RATES, AND APPORTIONMENT OF TRAFFIC TO THE SEABOARD.....		51
INVESTIGATIONS AND HEARINGS.....	5, 51, 101-137,	277
IONIA, MICH.....		95
IOWA.....		22, 23
IOWA BARBED STEEL WIRE COMPANY, IN RE.....		163
IOWA DEVELOPMENT COMPANY.....		120
JACKSON, MISS.....		107
JACKSON, MR. JUSTICE.....		10, 114
JACKSONVILLE, FLA.....	6, 17,	133
JACKSON <i>v. St. Louis, Arkansas and Texas Rwy. Co.</i>		167
JAMES & ABBOTT <i>v. Canadian Pacific Rwy. Co. et al</i>		236
JAMES & ABBOTT <i>v. East Tennessee, Virginia and Georgia Rwy. Co. et al.</i>		196
JAMES & MAYER BUGGY CO. <i>v. Cincinnati, New Orleans and Texas Pacific Rwy. Co. et al.</i>		221
JEROME HILL COTTON CO. <i>v. Missouri, Kansas and Texas Rwy. Co.</i>		255
JERSEY CITY, N. J.....	72, 108,	109
JOHNSTON-LARIMER DRY GOODS CO. <i>v. Atchison, Topeka and Santa Fe R. R. Co. et al.</i>		255
JOINT ARRANGEMENTS.....	26, 27, 71-75, 140, 143, 147, 148,	277

	Page
JOINT PURSE ARRANGEMENTS.....	49
JOINT RATES.....	26, 27, 62, 71-75, 125, 142, 143, 277
divisions of.....	26, 273
JOINT TARIFFS.....	85-90, 108, 113, 118-120, 168, 277
authorization of.....	86-88
JOINT TRAFFIC ASSOCIATION.....	54, 56, 57, 90, 97, 98
case.....	97, 98
recommendations as to rates.....	56
JONES, H. A.....	138
JOINT WATER AND RAIL LINES, RE.....	190
JUDICIAL DISTRICT, WHERE VIOLATION OCCURS.....	96, 97
JUNCTION POINTS.....	52
JURISDICTION.....	277
circuit court.....	96
Commission.....	9-14, 25, 99, 114, 115, 147, 148, 277
JURY TRIAL.....	21, 31, 97, 99
KANSAS.....	15, 22, 132, 135
KANSAS CITY, MO.....	6, 21, 92, 120, 121, 132, 135
KATHLEEN, GA.....	44, 45
KAUFFMAN MILLING CO. v. MISSOURI PACIFIC R.WY. CO. ET AL.....	215
KEARNEY, NEBR.....	27, 125, 135
KEITH v. KENTUCKY CENTRAL R. R. CO. ET AL.....	167
KENTUCKY.....	131, 136
KENTUCKY AND INDIANA BRIDGE CO. v. LOUISVILLE AND NASHVILLE R. R. CO.....	181
KENTUCKY CENTRAL R. R. CO. ET AL., KEITH v.....	167
KENTUCKY RAILROAD COMMISSION v. CINCINNATI, NEW ORLEANS AND TEXAS PACIFIC R.WY. CO. ET AL.....	267
KING & CO. v. NEW YORK, NEW HAVEN AND HARTFORD R. R. CO. ET AL....	212
KNAPP, MARTIN A.....	150
KNOXVILLE, TENN.....	105, 131, 133
KOOTENAI MINING DISTRICT.....	101, 134, 136
LABOR ORGANIZATIONS, VIEWS AS TO SAFETY APPLIANCE ACT.....	128
LA CROSSE MANUFACTURERS AND JOBBERS' UNION v. CHICAGO, MILWAUKEE AND ST. PAUL R.WY. CO. ET AL.....	175
LA CROSSE, WIS.....	24, 25, 102, 134
LAKE ERIE AND WESTERN R. R. CO. ET AL., SOUTHERN PAINT AND GLASS CO. ET AL. v.....	246
LAKE SHORE AND MICHIGAN SOUTHERN R.WY. CO.....	55
Boston Chamber of Commerce v.....	171
Hurlburt v.....	180
Rhode Island Egg and Butter Co. et al. v.....	243
Scotfield v.....	179
Toledo Produce Exchange v.....	227
LAND COMPANY SELLING REDUCED TICKETS TO GUESTS OF ITS HOTEL.....	124
LAND EXPLORERS' TICKETS.....	277
LANGLEY, S. C.....	132
LARRISON v. CHICAGO AND GRAND TRUNK R.WY. CO.....	166
LEASE.....	277
LEESPORT, PA.....	135
LEGALITY OF MAXIMUM AND MINIMUM CARLOAD WEIGHTS WHICH VARY AC- CORDING TO CAPACITY OF CARS.....	117
LEGISLATION, NEED OF FURTHER.....	35, 61, 70, 71, 83, 140-150
LEHIGH VALLEY COAL CASE.....	90
LEHIGH VALLEY R. R. CO.....	
Coxe Bros. & Co. v.....	217
Paine Brothers & Co. v.....	262
v. Pennsylvania.....	90, 109, 111
LEHMANN, HIGGINSON & CO.....	
v. Southern Pacific Co. et al.....	203
v. Texas and Pacific Rwy. Co. et al.....	223
LEICESTER, N. Y.....	108
LEONARD v. CHICAGO AND ALTON R. R. CO.....	196
LEONARD v. UNION PACIFIC R.WY. CO.....	167
LIABILITY.....	277
LIEN OF CARRIERS.....	277
LIGHTERAGE CHARGES.....	277
LIKE AND CONTEMPORANEOUS SHIPMENTS.....	61
LIKE KIND OF TRAFFIC.....	277

	Page.
LIMA, OHIO.....	131, 136
LINCOLN BOARD OF TRADE <i>v.</i> BURLINGTON AND MISSOURI RIVER R. R. Co. IN NEBRASKA	181
LINCOLN BOARD OF TRADE <i>v.</i> MISSOURI PACIFIC Rwy. Co.....	182
LINCOLN BOARD OF TRADE <i>v.</i> UNION PACIFIC Rwy. Co. ET AL	182, 195
LINCOLN CREAMERY <i>v.</i> UNION PACIFIC Rwy. Co	226
LINTNER, ILL.....	116
LIPPMAN & Co. <i>v.</i> ILLINOIS CENTRAL R. R. Co	188
LITIGATION.....	277
LITTLE ROCK AND MEMPHIS R. R. Co. <i>v.</i> EAST TENNESSEE, VIRGINIA AND GEORGIA R. R. Co. ET AL.....	72, 191
LITTLE ROCK, ARK	72
LITTLE YORK, N. Y	102, 103, 134
LIVE OAK, FLA.....	73
LIVERPOOL, ENGLAND	58
LIVE STOCK	277
LOCALITIES	277
competing.....	24, 91, 92, 106, 107
LOCAL RATES.....	53, 71, 72, 74, 103, 118-120, 126, 278
LOCAL TRAFFIC.....	278
LOCATION	278
LOCOMOTIVES	
freight, number of.....	76, 77
fitted with automatic couplers	77
fitted with train brakes	77
number of, in service.....	76
passenger, number of	76, 77
number of, fitted with automatic couplers	77
per 100 miles of line	77
switching, number of.....	76
unclassified, number of.....	76
LOGAN ET AL. <i>v.</i> CHICAGO AND NORTHWESTERN Rwy. Co	189
LONDON AND NORTHWESTERN Rwy. Co., PHIPPS <i>v.</i>	39
LONG AND SHORT HAUL CASES.....	37-46, 91-95, 101-108
LONG AND SHORT HAUL SECTION	7, 26, 33, 37-46, 91-95, 101-108, 146, 278
LONG AND SHORT HAULS IN ENGLAND	43, 44
LOUD <i>v.</i> SOUTH CAROLINA Rwy. Co. ET AL	234
LOUISIANA.....	76, 135, 138
LOUISVILLE AND NASHVILLE R. R. Co	137, 138
Brewer & Hanleiter <i>v.</i>	264
Capehart et al. <i>v.</i>	212
Cordele Machine Shop <i>v.</i>	249
Gerke Brewing Co. <i>v.</i>	236
In Re	41, 164
Kentucky and Indiana Bridge Co. <i>v.</i>	181
Rice <i>v.</i>	173
LOUISVILLE, KY	6, 105, 126, 131, 133-135
LOUISVILLE, NEW ALBANY AND CHICAGO R. R. Co.	
Allen et al. <i>v.</i>	168
Pennsylvania Co. <i>v.</i>	195
LOUISVILLE, NEW ORLEANS AND TEXAS Rwy. Co., NEW ORLEANS COT- TON EXCHANGE <i>v.</i>	218
LUMBER.....	24
LYNCHBURG BOARD OF TRADE <i>v.</i> OLD DOMINION STEAMSHIP Co. ET AL..	256
LYNCHBURG, VA.....	105, 135
Board of Trade	105
MCCLELEN ET AL. <i>v.</i> SOUTHERN Rwy. Co. ET AL.....	256
McMILLAN & Co. <i>v.</i> WESTERN CLASSIFICATION COMMITTEE.....	70, 213
McMORRAN ET AL. <i>v.</i> GRAND TRUNK Rwy. Co. OF CANADA ET AL.....	195
MACLOON <i>v.</i> CHICAGO AND NORTHWESTERN Rwy. Co	224
MACON, GA	73, 105, 106
MAHL, WILLIAM	138
MAINTENANCE OF	
equipment, expenses chargeable to	79
way and structures, expenses chargeable to.....	79
MANDAMUS	
proceedings to compel carriers to file annual reports with the Commission.	100
to compel establishment of rates	28

	Page.
MANDATORY PROCESS	36, 138
MANIPULATION OF RATES	52
MANUFACTURERS AND JOBBERS' UNION OF MANKATO <i>v.</i> MINNEAPOLIS AND ST. LOUIS R.WY. CO. ET AL.	169, 205
MANUFACTURING COMPANIES	278
MARKET COMPETITION	24, 91, 92, 106, 107, 278
MARSHFIELD, MO.	133, 136
MARTIN ET AL. <i>v.</i> CHICAGO, BURLINGTON AND QUINCY R. R. CO. ET AL.	176
MARTIN <i>v.</i> SOUTHERN PACIFIC CO. ET AL.	69, 176
MARKETS	278
MARYLAND	124
MATTINGLY <i>v.</i> PENNSYLVANIA CO.	201
MAXIMUM RATE CASE	14-37
Commission has no real power as to rates	16
divisions of joint rates	26
excessive rates	22
extracts from	13, 15, 16
how shall orders of Commission be enforced	27
no power to correct undue preferences	23
procedure before Commission	30
to what extent should orders be subject to judicial review	34
what effect should be given order pending proceedings in review	35
MAXIMUM RATES	9-37, 90, 99, 110, 112, 114, 115, 143
MEMPHIS AND CHARLESTON R. R. CO. ET AL., BEHLMER <i>v.</i>	244
MEMPHIS, TENN.	6, 18, 72, 92, 108, 132, 136
MERCHANTS' UNION OF SPOKANE FALLS <i>v.</i> NORTHERN PACIFIC R. R. CO. ET AL.	233
MERIDIAN, MISS.	107
MICHIGAN	76, 100, 126
MICHIGAN BOX CO. <i>v.</i> FLINT AND PERE MARQUETTE R. R. CO. ET AL.	248
MICHIGAN CENTRAL R. R. CO.	55
Squire & Co. <i>v.</i>	219
White <i>v.</i>	197
MICHIGAN CONGRESS WATER CO. <i>v.</i> CHICAGO AND GRAND TRUNK R.WY. CO.	189
MIDDLESBORO, KY.	137
MILEAGE	
car	278
fourth track	76
railway	76
rates	278
second track	76
third track	76
tickets	278
yard track and sidings	76
MILK	108-110, 278
MILK PRODUCERS' PROTECTIVE ASSOCIATION <i>v.</i> DELAWARE, LACKAWANNA AND WESTERN R. R. CO. ET AL.	134, 259
MILLER, MR. JUSTICE	28
MILLING IN TRANSIT	121, 278
MILWAUKEE CHAMBER OF COMMERCE <i>v.</i> FLINT AND PERE MARQUETTE R. R. CO. ET AL.	187
MILWAUKEE, WIS.	23, 24, 131, 134-136
MINIMUM RATES	25, 35, 143, 281
MINNEAPOLIS AND ST. LOUIS R.WY. CO. ET AL., MANUFACTURERS AND JOB- BERS' UNION OF MANKATO <i>v.</i>	169, 205
MINNEAPOLIS CHAMBER OF COMMERCE <i>v.</i> GREAT NORTHERN R.WY. CO. ET AL.	235
MINNEAPOLIS, MINN.	18, 23, 53, 54, 90
MINNESOTA	28, 76
Chicago, Milwaukee and St. Paul Rwy. Co. <i>v.</i>	28
State Railroad Commission	28
Supreme Court	28
MINISTERS OF RELIGION	278
MISCELLANEOUS DECISIONS	125
MISCELLANEOUS OBLIGATIONS, AMOUNT OF	78
paying no interest	78
MISDEMEANORS	93, 110, 138, 148, 149
MISSISSIPPI	132, 136

	Page.
MISSISSIPPI RIVER	41, 68, 91, 107, 120, 125, 126
MISSOURI.....	112, 113, 133
State commission	112
MISSOURI AND ILLINOIS RAILROAD TIE AND LUMBER CO. <i>v.</i> CAPE GIRAR-	
DEAU AND SOUTHWESTERN Rwy. Co.....	164
MISSOURI, KANSAS AND TEXAS Rwy. Co.....	134
Jerome Hill Cotton Co. <i>v.</i>	255
MISSOURI PACIFIC Rwy. Co.....	33
Anthony Salt Co. <i>v.</i>	229
Association of Wholesale Grocers of St. Louis <i>v.</i>	167
Kauffman Milling Co. <i>v.</i>	215
Lincoln Board of Trade <i>v.</i>	182
MISSOURI RAILROAD COMMISSIONERS <i>v.</i> EUREKA SPRINGS Rwy. Co.....	258
MISSOURI RIVER.....	52, 58, 91, 92, 120, 125, 131, 134-136
MOBILE AND OHIO R. R. Co.....	122, 123
Rea <i>v.</i>	258
MOBILE, ALA.....	135
MONTGOMERY, ALA.....	38, 45, 73, 126
MOORHEAD, MINN.....	136
MORRELL <i>v.</i> UNION PACIFIC Rwy. Co. ET AL.....	241
MORRISON, WILLIAM R.....	59, 150
MORRISTOWN, TENN.....	108, 133
MOUNT VERNON MILLING CO. <i>v.</i> CHICAGO, MILWAUKEE AND ST. PAUL	
Rwy. Co.....	262
MURPHY, WASEY & CO. <i>v.</i> WABASH R. R. Co. ET AL.....	226
MYERS <i>v.</i> PENNSYLVANIA CO. ET AL.....	188, 192
NAMES AND COMPENSATION OF ALL EMPLOYEES, TOGETHER WITH A STATE-	
MENT OF APPEOPRIATION AND EXPENDITURES.....	151
NASHVILLE, CHATTANOOGA AND ST. LOUIS Rwy. Co. ET AL., HILL & BRO. <i>v.</i> ..	248
NASHVILLE, TENN.....	6, 106, 131, 133, 135
NATURAL ADVANTAGES.....	109, 125, 126
NEBRASKA.....	27
State railroad commission.....	27
NECESSITY FOR FOURTH SECTION.....	43
NEW BRITAIN, CONN.....	71
NEWBURG, N. Y.....	71, 72, 118
NEW ENGLAND.....	101
NEW JERSEY.....	61, 108, 111, 135
NEW JERSEY FRUIT EXCHANGE <i>v.</i> CENTRAL R. R. Co. OF NEW JERSEY ET AL..	181
NEWLAND ET AL. <i>v.</i> NORTHERN PACIFIC R. R. Co. ET AL.....	242
NEW ORLEANS COTTON EXCHANGE	
<i>v.</i> Cincinnati, New Orleans and Texas Pacific Rwy. Co. et al.....	111, 186, 200
<i>v.</i> Illinois Central R. R. Co. et al.....	199
<i>v.</i> Louisville, New Orleans and Texas Rwy. Co.....	218
NEW ORLEANS, LA.....	6, 7, 8, 9, 22, 131, 133, 135, 138
NEWPORT NEWS AND MISSISSIPPI VALLEY CO. ET AL., RAWSON <i>v.</i>	196
NEWPORT NEWS, VA.....	135
NEW YORK AND NEW ENGLAND R. R. Co.....	71, 72, 118, 119
Boston Fruit and Produce Exchange <i>v.</i>	218, 221
New York and Northern R. R. Co. <i>v.</i>	220
New York, New Haven and Hartford R. R. Co. <i>v.</i>	71, 72, 263
NEW YORK AND NORTHERN R. R. Co. <i>v.</i> NEW YORK AND NEW ENGLAND	
R. R. Co. ET AL.....	220
NEW YORK BOARD OF TRADE AND TRANSPORTATION ET AL. <i>v.</i> PENNSYL-	
VANIA R. R. Co. ET AL.....	216
NEW YORK CENTRAL AND HUDSON RIVER R. R. Co.....	102, 108
New York Produce Exchange <i>v.</i>	192
Poughkeepsie Iron Co. <i>v.</i>	209
Savery & Co. <i>v.</i>	185
Thurber et al. <i>v.</i>	198
Warner <i>v.</i>	203
NEW YORK, CHICAGO AND ST. LOUIS R. R. Co. ET AL.....	55
NEW YORK, LAKE ERIE AND WESTERN R. R. Co. ET AL.	
Howell et al. <i>v.</i>	183
Riddle, Dean & Co. <i>v.</i>	174
NEW YORK, NEW HAVEN AND HARTFORD R. R. Co.....	71, 72, 108, 118
King & Co. <i>v.</i>	212
<i>v.</i> New York and New England R. R. Co.....	71, 72, 263
<i>v.</i> Platt and Perry, receivers, etc.....	263

	Page.
NEW YORK, N. Y.....	6, 17, 18, 22, 53, 54, 58,
61, 65, 66, 84, 90, 92, 102, 103, 105, 108, 109, 111, 118, 123, 132, 133, 134, 135, 136	
NEW YORK, ONTARIO AND WESTERN Rwy. Co.....	110
NEW YORK, PHILADELPHIA AND NORFOLK R. R. Co. ET AL., DELAWARE	
STATE GRANGE <i>v</i>	182, 218, 227
NEW YORK PRODUCE EXCHANGE <i>v</i> . NEW YORK CENTRAL AND HUDSON RIVER	
R. R. Co. ET AL.....	192
NICHOLASVILLE KY.....	108, 135
NINTH SECTION.....	98, 279
NORFOLK, VA.....	134, 135
NORTH CAROLINA.....	133, 134
NORTH DAKOTA.....	137
NORTHEASTERN R. R. Co. OF SOUTH CAROLINA ET AL., TRUCK FARMERS'	
ASSOCIATION <i>v</i>	247
NORTHERN PACIFIC COAST.....	135
NORTHERN PACIFIC R. R. Co.....	137
Buchanan <i>v</i>	222
Merchants' Union of Spokane Falls <i>v</i>	233
Newland et al. <i>v</i>	242
Oregon Short Line Rwy. Co <i>v</i>	196
Raworth <i>v</i>	229
Slater <i>v</i>	185
Smith <i>v</i>	168
NORTH GARDEN, VA.....	136
NOTICE.....	279
NUMBER OF FREIGHT SCHEDULES FILED.....	289
OFFICIAL AND WESTERN CLASSIFICATIONS.....	63
OHIO.....	54, 76, 131, 136, 137
OHIO RIVER.....	41, 68, 74, 107
OIL.....	96, 279
OIL CITY, PA.....	96
OLD DOMINION STEAMSHIP CO. ET AL., LYNCHBURG BOARD OF TRADE <i>v</i>	256
OMAHA BRIDGE CASE.....	125
OMAHA, NEBR.....	27, 92, 125, 135
OPEN-END ENVELOPES.....	126
OPERATING EXPENSES.....	279
ORANGE RATE CASE.....	17, 90
ORANGES.....	17
ORDER OF RAILWAY CONDUCTORS, IN RE PETITION OF.....	163
ORDERS OF COMMISSION.....	279
as to inland rates, enforcement refused.....	7
binding upon successor corporations.....	95, 96
reviewable.....	27, 28, 34, 35
to what extent subject to judicial review.....	34
vacating.....	90, 91, 94, 97
what effect should be given, pending proceedings in review.....	35
ORIGINAL SUITS IN COURT BASED ON ALLEGED UNREASONABLE TARIFF RATES.....	99
OREGON RAILWAY AND NAVIGATION CO., EVANS <i>v</i>	169
OREGON SHORT LINE Rwy. Co. <i>v</i> . NORTHERN PACIFIC R. R. Co.....	196
OSHKOSH, WIS.....	134
OSWEGO, N. Y.....	102, 103
OTTINGER <i>v</i> . SOUTHERN PACIFIC R. R. Co.....	166
OVERCHARGES.....	98, 99, 279
PACIFIC COAST S. S. Co. <i>v</i> . CALIFORNIA R. R. COMMISSION.....	111
PACIFIC OCEAN.....	111
PACIFIC SEABOARD.....	40
PAGE ET AL. <i>v</i> . DELAWARE, LACKAWANNA AND WESTERN R. R. Co. ET AL.....	242, 254
PAINE BROS. & Co. <i>v</i> . LEHIGH VALLEY R. R. Co. ET AL.....	262
PAINT ROCK, N. C.....	133
PALATKA, FLA.....	133
PANKEY <i>v</i> . RICHMOND AND DANVILLE R. R. Co. ET AL.....	202
PARALLEL LINES.....	279
PARKERSBURG, W. VA.....	73
PARKHURST & Co. <i>v</i> . PENNSYLVANIA R. R. Co. ET AL.....	180, 236
PARTIES.....	95, 96, 279
PARTY-RATE CASE.....	279
extract from.....	10
PASSENGER FARES.....	101, 112, 124, 279

	Page.
PASSENGER MILES ACCOMPLISHED	
per passenger locomotive.....	77
for one passenger injured.....	80
for one passenger killed.....	80
PASSENGER RATES TO THE KOOTENAI MINING DISTRICT.....	101
PASSENGERS.....	279
carried.....	78
carried 1 mile.....	78
carried per passenger locomotive.....	77
number of, carried for 1 injured.....	80
number of, carried for 1 killed.....	80
number of injured.....	80
number of killed.....	80
PASSENGER TRAFFIC, DENSITY OF.....	79
PASSENGER TARIFFS AND RATE WARS, RE.....	186, 190
PASSES, FREE.....	110, 279
PENAL PROVISIONS RECOMMENDED.....	141, 148, 149
PENALTY RECOMMENDED FOR NOT ADOPTING UNIFORM CLASSIFICATION.....	71
PENAL SECTION OF THE ACT.....	60, 61, 148
amendment recommended.....	61
Commission can not enforce.....	60
defective.....	60
evidence under.....	60, 61
should be more exact.....	60
PENALTIES, RECOVERY OF.....	36
PENDING PROCEEDINGS.....	279
PENNSYLVANIA.....	76, 108, 111, 131, 132, 136, 138
PENNSYLVANIA CO. ET AL.	
Harvard Co. v.....	210
Mattingly v.....	201
Myers v.....	188, 192
v. Louisville, New Albany and Chicago Rwy. Co.....	195
PENNSYLVANIA R. R. Co.....	131
PENNSYLVANIA R. R. CO. ET AL.	
Bates et al. v.....	197, 214
Chicago and Alton R. R. Co. v.....	165
New York Board of Trade and Transportation et al v.....	216
Parkhurst & Co. v.....	180, 236
Worcester Excursion Car Co. v.....	200
PENSACOLA, FLA.....	73, 135
PERCENTAGE OF SCHEDULES FAILING TO GIVE LEGAL NOTICE.....	289
PERISHABLE FREIGHT.....	279
PERRY v. FLORIDA, CENTRAL AND PENINSULAR R. R. CO. ET AL.....	225
PERCY JUNCTION, IND.....	102
"PERSON".....	148
PETITION.....	280
PETROLEUM AND ITS PRODUCTS.....	280
PHELPS & Co. v. TEXAS AND PACIFIC Rwy Co.....	239
PHILADELPHIA AND READING R. R. CO., TRADERS AND TRAVELERS' UNION v.....	166
PHILADELPHIA, PA.....	6, 90, 108, 123, 132, 133, 135
PHIPPS v. LONDON AND NORTHWESTERN RAILWAY COMPANY.....	39, 40
PIEDMONT, ALA.....	138
PIPE LINES.....	280
PITTSBURG AND LAKE ERIE R. R. Co.	
Imperial Co. et al. v.....	190
Riddle, Dean & Co. v.....	170, 173
PITTSBURG, CINCINNATI AND ST. LOUIS Rwy Co.	
Andrews Soap Co. v.....	204
v. BALTIMORE AND OHIO R. R. Co.....	198
Beaver and Co. v.....	221
PITTSBURG, CINCINNATI, CHICAGO AND ST. LOUIS Rwy. Co.....	55
PITTSBURG, FORT WAYNE AND CHICAGO Rwy. Co.....	55
PITTSBURG, PA.....	73, 93, 94, 107
PLANT SYSTEM.....	44, 45
PLATT AND PERRY, RECEIVERS, NEW YORK, NEW HAVEN AND HARTFORD R. R. Co. v.....	263
PLEADING.....	280
POCAHONTAS, W. VA.....	132, 136
POINTS DECIDED BY THE COMMISSION SINCE ITS ORGANIZATION.....	161

	Page.
POOLING OF FREIGHT.....	25, 48-51, 54-56, 62, 74, 97, 98, 280
Commission not agreed as to wisdom of.....	48
if granted, should be with restrictions.....	50
in England.....	48, 49
trans-Missouri decision.....	50
views of majority of Commission.....	49
PORT OF ENTRY.....	280
PORTS OF TRANSSHIPMENT.....	280
POSTING OF RATE SCHEDULES.....	122
POTATOES.....	122, 126
POTOMAC RIVER.....	68
POTTER MANUFACTURING CO. <i>v.</i> CHICAGO AND GRAND TRUNK Rwy. Co. ET AL.....	234
POUGHKEEPSIE IRON CO. <i>v.</i> NEW YORK CENTRAL AND HUDSON RIVER R. R. Co.....	209
POWER AND DUTY OF THE COMMISSION AS TO UNREASONABLE RATES SINCE DECISION OF THE SUPREME COURT IN THE "FREIGHT BUREAU CASES".....	114
POWERS OF THE COMMISSION.....	9-37, 90, 99, 114
PRACTICE.....	28, 30-34, 95, 96, 98, 99, 143-149, 280
PREFERENCE OR ADVANTAGE.....	7, 12, 13, 23-26, 40, 43, 45, 51-54, 113, 280
PREJUDICE OR DISADVANTAGE.....	94, 112, 121, 126, 280
PRICHARD, ALA.....	122
PRIVILEGE.....	280
PRIVILEGE OF RESHIPMENT.....	121, 282
PROCEDURE	
before Commission.....	30, 280
concerning questions of law.....	168
in cases at issue, In re.....	168
section.....	96, 97, 143-146
PROCEEDINGS IN REVIEW.....	35-37
effect given orders pending.....	35-37
findings of fact.....	36
jurisdiction of court.....	36
under the fourth section.....	101-108, 278
PROCTOR & GAMBLE <i>v.</i> CINCINNATI, HAMILTON AND DAYTON R. R. Co. ET AL	206, 216
PRODUCE EXCHANGE OF TOLEDO, RE.....	189
PROOF.....	280
PROVIDENCE AND WORCESTER R. R. Co., PROVIDENCE COAL Co. <i>v.</i>	165
PROVIDENCE COAL Co. <i>v.</i> PROVIDENCE AND WORCESTER R. R. Co.....	165
PROVIDENCE, R. I.....	133
PROUTY, CHARLES A.....	150
PROVISIONS.....	58
PUBLICATION OF ROUTES.....	85
PUBLICATION OF TARIFFS.....	83-90
PUBLIC INTEREST.....	281
PUBLIC SERVICE OF RAILWAYS.....	78
PUBLISHED RATES	
deviation from.....	46, 49, 59, 138
failure to maintain.....	46-48
PURCHASE AND SALE OF GRAIN BY A CARRIER TO HOLD THE TRANSPORTA- TION OVER ITS OWN LINE.....	120
PYLE & SONS <i>v.</i> EAST TENNESSEE, VIRGINIA AND GEORGIA Rwy. Co.....	172
RAILROAD COMMISSIONERS, CONVENTION OF.....	139, 140
RAILROAD COMMISSIONS, STATE	
Florida.....	17, 19
Minnesota.....	28
Nebraska.....	27
Texas.....	29
RAILROADS.....	281
(See Carriers.)	
RAILWAY ASSOCIATIONS.....	56, 62-64, 73, 74
traffic agreements.....	62, 73, 74
uniform classification.....	62-64
RAILWAY	
clauses consolidation act.....	39
combinations in restraint of trade.....	74, 97, 98
conductors.....	281
equipment, safety appliances on.....	127-131

	Page.
RAILWAY CORPORATIONS	
number.....	76
number maintaining operating accounts.....	76
RAILWAY EMPLOYEES.....	78
RAILWAYS	
classification of.....	76
operated under contingent money rental, number of.....	76
operated under fixed money rental, number of.....	76
operated under lease or other agreement, number of.....	76
subsidiary operating, number of.....	76
RALEIGH, N. C.....	133, 134
RATE CUTTING.....	24, 33, 47, 63, 91, 92, 103-105, 281
RATE MAKING.....	9-37, 90, 99, 114, 281
RATES.....	281
all-rail.....	90
beer.....	93, 94
Buffalo to the seaboard.....	123
carload.....	68, 123, 270
carrying at the balance of through.....	121
Chicago to Denver.....	33, 91, 92, 103
Chicago to Kansas City and Omaha.....	92
Chicago to Kearney, Nebr.....	27
Chicago to seaboard.....	90
class.....	91, 92, 271
coal.....	18, 71, 72, 90, 102, 107, 118, 271
combination.....	27, 71, 74, 89, 92, 118-120, 271
Commission has no real power as to.....	16-22
commodity.....	107, 117, 118, 123, 271
competition that affects.....	7
competitive.....	7, 33, 271
corn.....	115-117
cotton.....	18, 38, 272
cotton-seed meal.....	108
cut.....	24, 33, 47, 63, 91, 92, 103-105, 281
demoralization in.....	51-60, 281
deviation from published.....	46, 49, 59, 138
differential.....	24, 25, 33, 126, 273
divisions of joint.....	26, 273
East St. Louis to Verona.....	122
envelopes.....	126
excessive.....	14, 20, 22, 99, 108-110, 114, 115, 122
export.....	6-9, 58, 274
failure to maintain published.....	46-48
fertilizer.....	44, 45
fixing.....	9-37, 90, 99, 114, 281
flour.....	18, 53, 54, 275
foreign.....	141, 274
grain and grain products.....	47, 51-60, 90, 120, 121, 123, 276
group.....	122, 276
hay.....	92, 95
import and export.....	6-9, 274, 276
intermediate.....	33, 43, 45, 91, 92, 101-108
interstate and intrastate.....	89, 90
joint.....	26, 27, 62, 71-75, 125, 142, 143, 277
less than published.....	46-48, 59
local.....	53, 71, 72, 74, 103, 118-120, 126, 278
Louisville or Cincinnati to Griffin.....	105
lumber.....	24
manipulation of.....	52
maximum.....	9-14, 35, 99, 110, 112, 114, 115, 143
Memphis to Summerville.....	92
Michigan points to Texas points.....	126
milk.....	108-110, 278
minimum.....	25, 35, 143, 281
oil.....	96, 279
Omaha to Iowa points.....	125
oranges.....	17
passenger.....	101, 112, 279
potatoes.....	122, 126
power of Commission to fix.....	9-37, 90, 99, 114

RATES—Continued.	Page.
power of Commission to pass upon reasonableness of existing.....	9-22
provisions	58
reasonable.....	9-23, 98, 99, 104, 108-110, 112-115, 125, 281
recommendation as to fixing.....	141-143
reduction of	24, 33, 47, 63, 91, 92, 103-105
relative.....	23, 126, 282
restraining enforcement	29
right to prescribe	10
rules affecting	115-118
St. Louis to Kansas City and Omaha	92
secret	103-105, 281
sugar, import and inland	8
through	9, 27, 53, 56, 71-75, 89, 118-122, 125, 141, 143, 147, 148, 285
Troy, Ala., to Savannah, Ga.....	38
unreasonable	14, 20, 99, 108-110, 114, 115, 122
unreasonably low	25, 35, 143, 281
vegetable	122, 286
war.....	24, 33, 47, 63, 91, 92, 103-105, 281
wheat	18, 23, 287
RATE SCHEDULES.....	5, 46-49, 51-71, 83-90, 95, 99, 108, 113, 116, 118-120, 122, 125, 138, 140, 284
(See Tariffs.)	
RATE SHEETS	281
(See Tariffs.)	
RATE WARS	24, 33, 47, 63, 91, 92, 103-105, 281
RAWORTH v. NORTHERN PACIFIC R. R. CO. ET AL.....	229
RAWSON v. NEWPORT NEWS AND MISSISSIPPI VALLEY CO. ET AL.....	196
RAYMOND v. CHICAGO, MINNEAPOLIS AND ST. PAUL Rwy. Co.....	169
REAGAN v. FARMERS' LOAN AND TRUST CO	28, 29
RE ALLEGED UNLAWFUL CHARGES FOR TRANSPORTATION OF VEGETABLES FROM SHIPPING POINTS IN FLORIDA TO NEW YORK AND OTHER NORTH- EASTERN CITIES.....	22
REASONABLE FREIGHT RATES BETWEEN POINTS IN MISSOURI AND A POINT IN ARKANSAS	113
REASONABLENESS OF EXISTING RATES, POWER OF COMMISSION TO PASS UPON	9-22
REASONABLE PASSENGER FARES	101, 112
REASONABLE RATE CASES.....	22
REASONABLE RATES.....	9-23, 98, 99, 104, 108-110, 112-115, 125, 281
REA v. MOBILE AND OHIO R. R. Co.....	122, 258
REBATES	9, 25, 47, 51, 59, 60, 95, 103-105, 110, 138, 281
RECEIVERS	281
suits against	96
violating the law	103-105
RECOMMENDATIONS MADE BY THE COMMISSION	35, 61-71, 83, 140-150
RECOMMENDATIONS OF THE STATISTICIAN	80
REDUCTION IN RATES	24, 33, 47, 63, 91, 92, 103-105, 281
REFRIGERATOR CARS.....	281
REFUSAL TO ROUTE FREIGHT	123, 282
REGULATION	
electric railways.....	124, 273
hindrances to.....	5, 6, 12, 13
REHEARING.....	93, 282
RELATIVE RATES.....	23, 126, 282
RELATIVE TANK AND BARREL RATES ON OIL, RE	185
RELIEF FROM THE OPERATION OF THE FOURTH SECTION... ..	42, 93, 101-103, 105, 108, 282
RE LOUISVILLE AND NASHVILLE R. R. Co	41, 164
REND v. CHICAGO AND NORTHWESTERN Rwy. Co	187
RENTS PAID FOR LEASE OF ROAD	80
REPARATION TO INJURED SHIPPERS.....	16, 19-21, 30, 97, 99, 105, 123, 142, 143, 282
REPLICATION	282
REPORTS, ANNUAL	
delay in filing	83
mandamus to compel filing.....	100, 138
recommendations as to.....	146, 147
what carriers to make.....	100
REPORTS OF COMMISSION, SCOPE OF EARLIER	6
RESHIPMENT OF GRAIN AT THE BALANCE OF THE THROUGH RATE.....	121
RESHIPPING PRIVILEGE	121, 282
RESTRAINT OF TRADE.....	74, 97, 98

	Page.
RETURN LOADS	282
REVENUE, FREIGHT	79
REVENUE, PASSENGER	79
REVIEW, PROCEEDINGS IN	35-37
REVISED STATUTES OF THE UNITED STATES, SECTION 5392	149
REYNOLDS <i>v.</i> WESTERN NEW YORK AND PENNSYLVANIA Rwy. Co.	170
RHODE ISLAND EGG AND BUTTER CO. ET AL. <i>v.</i> LAKE SHORE AND MICHIGAN SOUTHERN Rwy. Co. ET AL	243
RICE, ROBINSON & WITHEROP <i>v.</i> WESTERN NEW YORK AND PENNSYLVANIA R. R. Co	186, 207, 251
RICE	
<i>v.</i> Atchison, Topeka and Santa Fe R. R. Co. et al	210
<i>v.</i> Baltimore and Ohio Southwestern R. R. Co. et al	238
<i>v.</i> Cincinnati, Washington and Baltimore R. R. Co. et al	193, 228
<i>v.</i> Louisville and Nashville R. R. Co. et al	173
<i>v.</i> St. Louis Southwestern Rwy. Co. et al	237
RICHMOND AND DANVILLE R. R. Co	73
Crews et al. <i>v.</i>	171
Fewell <i>v.</i>	267
Pankey <i>v.</i>	202
Sidman <i>v.</i>	198
Spartanburg Board of Trade <i>v.</i>	183
RIDDLE, DEAN & Co.	
<i>v.</i> Baltimore and Ohio R. R. Co	170, 174
<i>v.</i> New York, Lake Erie and Western R. R. Co. et al	174
<i>v.</i> Pittsburg and Lake Erie R. R. Co.	170, 173
RIGHT OF WAY	282
RISING ET AL. <i>v.</i> SAVANNAH, FLORIDA AND WESTERN Rwy. Co. ET AL	226
ROCK CREEK Rwy. Co., WILLSON <i>v.</i>	124, 259
ROCK ISLAND, ILL.	33
ROME, WATERTOWN AND OGDENSBURG R. R. Co., RE	246
ROMULUS, N. Y.	109
ROUTES	
publication of	85, 282
rail and water	6-9, 58, 100, 111, 286
through	26, 27, 71-75, 140, 143, 147, 148, 284, 285
ROUTING OF FREIGHT	58, 282
RULES OF PRACTICE	282
RULES OR REGULATIONS WHICH CHANGE OR AFFECT RATES	115
SAFETY-APPLIANCE ACT	
extension granted under	130
extent to which carriers have conformed to the provisions of	127
hearing by commission on	127-131
number of cars equipped	127
petitions for extension of time	127-131
relief granted	129
section 1	127, 129, 130
section 2	127, 130
section 7	127
statements of carriers	127-131
views of labor organizations	128
SAFETY OF EMPLOYEES AND TRAVELERS, RE	253
ST. LOUIS, ALTON AND TERRE HAUTE R. R. Co. ET AL., HEZEL MILLING Co. <i>v.</i>	223
ST. LOUIS AND SAN FRANCISCO Rwy. Co	112
ST. LOUIS, ARKANSAS AND TEXAS Rwy. Co., JACKSON <i>v.</i>	167
ST. LOUIS MILLERS' ASSOCIATION, IN RE	163
ST. LOUIS, MO	6, 68, 92, 112, 113, 115, 133, 134, 135, 139
ST. LOUIS SOUTHWESTERN Rwy. Co. ET AL., RICE <i>v.</i>	237
ST. PAUL, MINNEAPOLIS AND MANITOBA R. R. Co., HOLBROOK ET AL. <i>v.</i> ..	165
ST. PAUL, MINN	90
SALAMANCA, N. Y.	73
SALARIES AND MAINTENANCE OF ORGANIZATION	80
"SAME CIRCUMSTANCES" IN THE ENGLISH ACT	39
SAN BERNARDINO BOARD OF TRADE <i>v.</i> ATCHISON, TOPEKA AND SANTA FE R. R. Co. ET AL	206
SAN FRANCISCO, CAL	136
SANGER <i>v.</i> SOUTHERN PACIFIC Co. ET AL	193
SANTA FE, N. MEX.	33

	Page.
SARGEANT, E. S.	138
SAVANNAH, FLORIDA AND WESTERN Rwy. Co.	17
Florida Fruit Exchange <i>v</i>	17
Florida Railroad Commission <i>v</i>	222, 226
Rising et al. <i>v</i>	226
SAVANNAH FREIGHT BUREAU	44
SAVANNAH, GA.	6, 44, 45, 131, 133, 135, 136
SAVERY & Co. <i>v</i> . NEW YORK CENTRAL AND HUDSON RIVER R. R. Co. ET AL.	185
SCHEDULES OF RATES	5, 282, 289
construction, publication, and filing	83-90
"mimeograph" process of printing	84
(See Tariffs.)	
SCHUMACHER MILLING Co. ET AL. <i>v</i> . CHICAGO, ROCK ISLAND AND PACIFIC Rwy. Co. ET AL.	240
SCOFIELD ET AL. <i>v</i> . LAKE SHORE AND MICHIGAN SOUTHERN Rwy. Co.	179
SEABOARD AIR LINE	131, 136
SEABOARD POINTS, CHARGES ON FREIGHTS ORIGINATING AT	7
SEABOARD Rwy. Co. OF ALABAMA	100
SECOND SECTION	25, 39, 93, 140, 283
SECRET RATES	103-105, 281
(See Rebates.)	
SELF-INCRIMINATION	47
SELIGMAN, MO.	112, 113, 115
SELMA, ALA.	73
SENATE COMMITTEE ON INTERSTATE COMMERCE	62, 63, 66, 70
SEVENTEENTH SECTION	283
SEVENTH SECTION	7, 75, 100, 283
SHAMBERG <i>v</i> . DELAWARE, LACKAWANNA AND WESTERN R. R. Co. ET AL.	219
SHIPPERS	283
reparation to	16, 19, 21, 30, 97, 99, 105, 123, 142, 143
"SHRINKING" RATES	126
SIDE TRACK, MAINTAINING	126
SIDMAN <i>v</i> . RICHMOND AND DANVILLE R. R. Co.	198
SIoux CITY, IOWA	6, 18
SIXTEENTH SECTION	96, 97, 143-146, 283
SIXTH SECTION	95, 100, 116, 119, 122, 140, 142, 283
SLATER <i>v</i> . NORTHERN PACIFIC R. R. Co.	185
SMITH <i>v</i> . NORTHERN PACIFIC R. R. Co.	168
SOAP RATES	283
SOCIAL CIRCLE CASE	10, 100
SOLDIERS AND SAILORS	283
SOUTH CAROLINA	131, 136
SOUTH CAROLINA AND GEORGIA R. R. Co.	95, 96, 137
SOUTH CAROLINA Rwy. Co.	92, 95, 96
Loud <i>v</i>	234
SOUTH DAKOTA	126
SOUTHEASTERN FREIGHT ASSOCIATION	74
SOUTHERN PACIFIC Co.	30, 69, 138
Cator <i>v</i>	241
Colorado Fuel and Ice Co. <i>v</i>	252
Lehmann, Higginson & Co. <i>v</i>	203
Martin <i>v</i>	69, 176
Re	247
Sanger <i>v</i>	193
<i>v</i> . Board of Railroad Commissioners of California	30
SOUTHERN PACIFIC R. R. Co. In re	163
Ottinger <i>v</i>	166
SOUTHERN PAINT AND GLASS COMPANY ET AL. <i>v</i> . LAKE ERIE AND WEST- ERN R. R. Co. ET AL.	246
SOUTHERN RAILWAY AND STEAMSHIP ASSOCIATION	73
SOUTHERN Rwy. Co.	131, 138
McCLELEN ET AL., <i>v</i>	256
RE	247
SOUTHERN STATES	107, 126, 135
SPARTANBURG BOARD OF TRADE <i>v</i> . RICHMOND AND DANVILLE R. R. Co. <i>et al.</i> ..	183
SPECIAL EXCURSION RATES	283
SPECIAL RATES	283
SPECIAL TRAIN SERVICE	283

	Page.
SPRINGFIELD, MO	112, 113, 115
SQUIRE & CO. v. MAINE CENTRAL R. R. Co. <i>et al.</i>	219
STATEMENT OF APPROPRIATION AND EXPENDITURES	151
STATEMENT showing total number of freight schedules filed, and number which failed to give legal notice of advances and reductions in rates; also percentage of schedules failing to give legal notice of the total number filed	289
STATE RAILROAD COMMISSIONERS	
Convention of	139, 140
resolutions on uniform classification	65
STATE RAILROAD COMMISSIONS	17, 19, 27, 28, 29, 283
STATE RAILROADS	283
STATISTICAL REPORTS, PENALTY FOR FAILURE TO MAKE	83
STATISTICS OF RAILWAYS	5, 75-82
STEAMBOAT LINES	283
STOCK	
amount of, paying dividends	78
amount of, paying no dividends	78
capital, amount of	78
common, amount of	78
preferred, amount of	78
STOCK CARS	283
STONE & CARTEN v. DETROIT, GRAND HAVEN AND MILWAUKEE Rwy. Co.	201
STOPPAGE IN TRANSIT	284
STRAWBERRY RATES	284
STRASBURG, VA.	73
STREET RAILWAYS	284
STUBBS, J. C.	138
SUBPENAS DUCES TECUM	284
SUCCESSOR CORPORATIONS	95, 96
SUFFERN, HUNT & Co. v. INDIANA, DECATUR AND WESTERN Rwy. Co.	265
SUGAR	8, 9
SUITS TO COMPEL OBSERVANCE OF ORDERS	90, 91, 94, 97
SUMMERDALE, ILL.	131, 136
SUMMERVILLE HAY CASE	92, 93, 95
SUMMERVILLE, S. C.	92, 137
SURPLUS DECLARED DURING THE YEAR	79
SWITCHING CHARGES	52-54
SYRACUSE, N. Y.	102, 103, 134, 136
TANK CARS	284
TARIFF RATE OVER CONNECTING LINES	118
TARIFFS.... 5, 46-49, 51-71, 83-90, 95, 99, 108, 113, 116, 118-120, 122, 125, 138, 140, 284, 289	
advance notices	84-90, 116, 289
amendments	84-90, 116
cancellation of	85, 86
certificates of concurrence in	86-88
circulars affecting	116
class rate	85
construction	83-90
defective in application	84
deviations from	46, 49, 59, 138
duty of initial carrier	88, 89
exception sheets	85
failure to give legal notice	289
failure to state stations	84
filing	83-90, 125
form and contents	83-90, 115-120
independent issues	84, 85
joint	85-90, 108, 113, 118-120
method of publication	86
"mimeograph" process of printing	84
nonadherence to	51-60
number received and filed	5, 289
one carrier adopting another's	86
parties to	86-88
penalty for giving lower rates than in published	60-61
posting	122
properly proportioned	99

TARIFFS—Continued.	Page.
publication of	46-48, 83-90
publication of routes	85
recommendations of Commission	140
reductions in	289
reissue	85-87
system of numbering	89
supplement	84-90, 116
terminal charges	95
total number filed by carriers	89, 289
uniform basis of	62-71
uniform numbering	85
TARIFFS AND CLASSIFICATION OF THE PENNSYLVANIA R. R. CO. ET AL., RE.	261
TARIFFS AND CLASSIFICATIONS OF THE ATLANTA AND WEST POINT R. R. CO. ET AL.	191
TARIFFS OF COLUMBUS AND WESTERN Rwy. Co., IN RE.	175
TARIFFS OF THE TRANSCONTINENTAL LINES, RE.	184
TECUMSEH CELERY Co. v. CINCINNATI, JACKSON AND MACKINAW Rwy. Co. et al.	238
TENNESSEE	131, 132, 135, 136, 137
TENTH SECTION	60, 148
TERMINAL CHARGES, EXPENSES, AND STATIONS.	94, 95, 138, 284
TERRITORIAL GROUPS USED FOR THE PURPOSE OF LOCALIZING STATISTICS.	75
TEXAS	22, 29, 76, 126, 134
State railroad commission	29
TEXAS AND PACIFIC Rwy. Co.	7, 22, 138
Dallas Freight Bureau v.	22
Lehmann, Higginson & Co. v.	223
Phelps & Co. v.	239
THATCHER v. DELAWARE AND HUDSON CANAL Co. et al.	15, 16, 166
THE NARROWS, ARK.	112
THIRD PARTIES	284
THIRD SECTION	23, 25, 26, 32, 43, 71, 74, 75, 140, 147, 148, 284
THIRTEENTH SECTION	284
THORN, L. S.	138
THROUGH AND LOCAL RATES	284
THROUGH BILLS OF LADING	284
THROUGH LINES	284
THROUGH RATES	9, 27, 53, 56, 71-75, 89, 118-122, 125, 141, 143, 147, 148, 285
THROUGH ROUTES AND THROUGH RATES	26, 27, 71-75, 140, 143, 147, 148, 285
THROUGH SHIPMENTS	285
THURBER ET AL. v. NEW YORK CENTRAL AND HUDSON RIVER R. R. Co. ET AL.	198
TICKET BROKERAGE	61, 139, 150, 285
action of Congress upon	61
action of States upon	61
recommendations of Commission	61, 150
resolutions condemning	61
TICKET SCALPING. (See Ticket brokerage.)	
TICKETS	285
electric railway	124, 273
passenger	122, 124, 285
scalping of	61, 139, 150, 285
TITUSVILLE, PA.	96
TOLEDO PRODUCE EXCHANGE ET AL. v. LAKE SHORE AND MICHIGAN SOUTH- ERN Rwy. Co. ET AL.	227
TON MILES ACCOMPLISHED PER FREIGHT LOCOMOTIVE.	77
TO WHAT EXTENT SHOULD ORDERS BE SUBJECT TO JUDICIAL REVIEW....	34
TRADE CENTERS	285
TRADERS AND TRAVELERS' UNION	
IN RE	163
v. Philadelphia and Reading R. R. Co.	166
TRAFFIC	285
apportionment of	51-60, 280
associations	56, 62-64, 73, 74
agreements	62, 73, 74, 269
diversion of	52, 54-58
competitive	14,
26, 37-43, 47, 54, 57, 58, 72-74, 91, 92, 98, 102, 103-105, 106, 107, 125, 271	

TRAFFIC—Continued.	Page.
domestic.....	58
export.....	58, 274
facilities of.....	23, 26, 71-75, 93, 94, 97, 112, 113, 143, 147, 148, 274
foreign.....	6-9, 58, 275
import.....	6-9, 276
interchange of.....	26, 27, 71-75, 140, 143, 147, 148
local.....	53, 71, 72, 74, 103, 118-120, 126, 278
routing of.....	58, 282
through.....	9, 27, 53, 56, 71-75, 89, 118-122, 125, 141, 143, 148, 285
TRAIN BRAKES.....	77, 127-131, 282
equipment fitted with.....	77
number of freight cars fitted with.....	77
number of freight locomotives fitted with.....	77
number of passenger locomotives fitted with.....	77
TRAIN LOADS.....	285
TRAINMEN	
number employed for one injured.....	80
number employed for one killed.....	80
TRANS-MISSOURI FREIGHT ASSOCIATION CASE.....	43, 50, 73, 97, 98
TRANS-MISSOURI FREIGHT BUREAU.....	43
TRANSPORTATION	
subject to the act.....	285
through different States which begins and ends in the same State.....	111
TRESPASSERS	
number of injured.....	80
number of killed.....	80
TRIAL BY JURY.....	21, 31, 97, 99, 277
TROY, ALA.....	38, 45
TROY CASE.....	42, 45, 50, 51, 91, 92, 93, 94, 101
TRUCK FARMERS' ASSOCIATION OF CHARLESTON v. NORTHEASTERN R. R. Co. of SOUTH CAROLINA ET AL.....	247
TURNERS, N. Y.....	109
TWELFTH SECTION.....	15, 51, 285
TWENTIETH SECTION.....	83, 100, 146, 147
TWENTY-FIRST AND TWENTY-SECOND SECTIONS.....	285
ULSTER AND DELAWARE R. R. Co.....	110, 134
UNDERBILLING.....	175, 285
UNDUE PREFERENCE OR ADVANTAGE.....	7, 12, 13, 23-26, 40, 43, 45, 51-54, 113, 285
UNDUE PREJUDICE OR DISADVANTAGE.....	94, 112, 121, 126, 280
UNIFORM CLASSIFICATION OF FREIGHTS.....	62-71, 139, 150, 286
action of Congress necessary.....	65
action of State railway commissioners on.....	65, 69, 139
as recommended by the carriers.....	64
bill of committee of State railroad commissioners.....	66
confusion of classes.....	66, 68
division of territory.....	68
failure of carriers to adopt.....	64
method in Great Britain.....	69
necessity for.....	62, 65, 68
number of freight articles in Great Britain.....	66, 67
number of freight articles in the United States.....	66, 67
objections of carriers to.....	64, 68
progress toward.....	68
railway associations' efforts to obtain.....	62, 64
recommendations of committee of State railroad commissioners.....	65, 66
resolution of House of Representatives.....	63
UNION CITY, CONN.....	118
UNION PACIFIC Rwy. Co.....	33, 125
Evans v.....	254
Leonard v.....	167
Lincoln Board of Trade v.....	182, 195
Lincoln Creamery v.....	226
Morrell v.....	241
UNITED STATES	
v. De Coursey.....	138
v. Dick.....	138
v. Joint Tariff Association.....	97
v. Trans-Missouri Freight Association.....	73, 98
v. Wight.....	93

	Page.
UNITED STATES CIRCUIT COURT, district of	
Alabama, southern	100, 138
Georgia, northern	137
Georgia, southern	137, 138
Iowa, northern	98, 99
Louisiana, eastern	138
Michigan, western	100
New York, southern	97
North Dakota	137
Ohio, southern	100, 137
Pennsylvania, eastern	90
Pennsylvania, western	96, 138
South Carolina	92, 95
Tennessee, eastern	137
UNITED STATES CIRCUIT COURT OF APPEALS	
judicial circuit, second	98
fourth	90, 92, 137
fifth	90
sixth	11, 137
UNITED STATES COURTS	286
(See Courts; United States circuit court; United States circuit court of appeals.)	
UNITED STATES HOUSE OF REPRESENTATIVES	61, 63
UNITED STATES SENATE	286
UNITED STATES SUPREME COURT	6,
8, 9, 11, 12, 13, 14, 16, 17, 20, 21, 24, 26, 28, 29, 31, 34, 37, 38, 39, 41, 43, 58, 73, 74, 90, 91, 92, 93, 94, 95, 98, 101, 111, 112, 116	
UNJUST DISCRIMINATION	7,
12, 13, 21, 23, 46, 58, 59, 64, 69, 70, 96, 97, 106, 122, 123, 124, 126, 138, 286	
UNREASONABLE RATES	14, 20, 99, 108-110, 114, 115, 122
VALDOSTA, GA	44, 45, 133
VALUE	286
VEGETABLES	122, 286
VERONA, MISS	122, 123
VICKSBURG, MISS	107
VIRGINIA	134, 135
VOLUME OF TRAFFIC	286
WABASH RAILROAD CO	55
WABASH R. R. CO. ET AL., MURPHY, WASEY & CO. v.	226
WAGON TRANSPORTATION	112, 113
WALLACE, JUDGE	98
WARNER v. NEW YORK CENTRAL AND HUDSON RIVER R. R. CO. ET AL.	203
WAR, RATE	24, 33, 47, 63, 91, 92, 103-105, 281
WASHINGTON, D. C	5, 65, 132, 140
WATER AND PIPE LINES	286
WATER AND RAIL LINES	6-9, 58, 100, 111, 286
WATERBURY, CONN	71, 118, 135
WATER CARRIERS	41-43, 286
WATER COMPETITION	41-43, 286
WAYLAND, N. Y	103
WEEHAWKEN, N. J	108, 134
WEIGHT	286
maximum and minimum	115-118
WESTERN AND ATLANTIC R. R. CO., COUNCILL v.	169
WESTERN CLASSIFICATION COMMITTEE, McMILLAN & CO. v.	70, 213
WESTERN NEW YORK AND PENNSYLVANIA R. R. CO	96, 138
WESTERN NEW YORK AND PENNSYLVANIA R. R. Co.	
Independent Refiners' Association v	232, 239, 249, 250
Reynolds v	170
Rice, Robinson & Witherop v	186, 207, 251
WESTERN STATES	135
WEST SHORE R. R. CO	102, 134
WHAT EFFECT SHOULD BE GIVEN ORDER PENDING PROCEEDINGS IN REVIEW ..	35
WHEAT AND WHEAT FLOUR	18, 23, 287
WHEATFIELD, IND	102, 134
WHEELING, W. VA	73
WHITE v. MICHIGAN CENTRAL R. R. CO. ET AL	197
WHOLESALE RATES	68, 123, 287
WIGHT CASE	93, 94

	Page.
WILDERS, IND.....	102, 134
WILLIMANTIC, CONN.....	71
WILLSON <i>v.</i> ROCK CREEK Rwy. Co.....	124, 259
WILMINGTON, N. C.....	44, 45
WINONA, MINN.....	24, 25, 134
WISCONSIN	68, 76
WITNESSES	287
unwilling.....	47
WOLF BROTHERS <i>v.</i> ALLEGHENY VALLEY Rwy. Co. ET AL	258
WORCESTER EXCURSION CAR Co. <i>v.</i> PENNSYLVANIA R. R. Co	200
WORK OF THE COMMISSION	5, 51, 101-137
WORLD'S FAIR RATES.....	287
YARDAGE CHARGES	287
YARD TRACK AND SIDINGS, MILEAGE OF.....	76
YEOMANS, JAMES D.....	150

APPENDIX D.

STATISTICS OF RAILWAYS IN THE UNITED STATES. REPORT FOR
YEAR ENDING JUNE 30, 1896.

THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

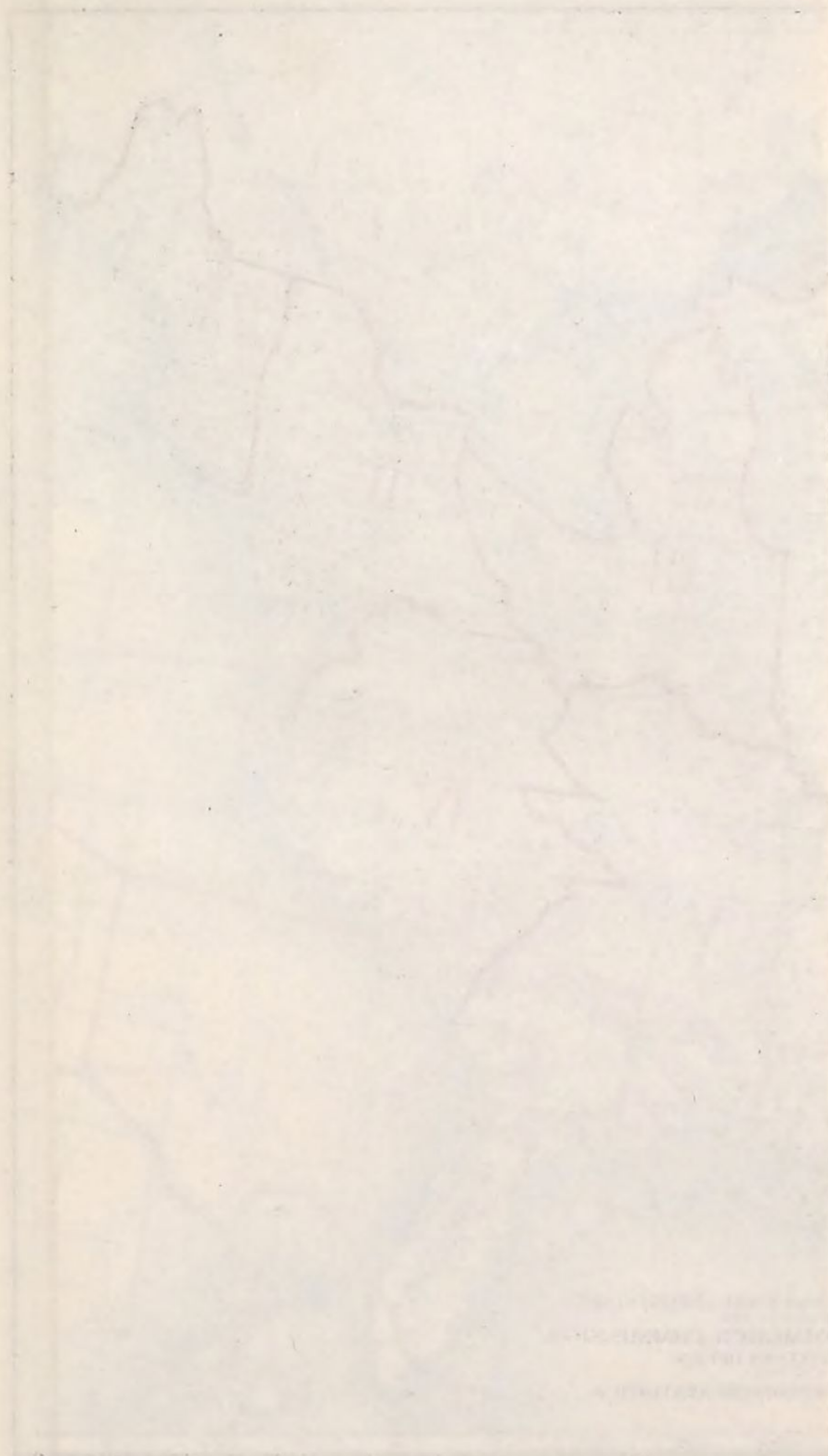
RECEIVED
JAN 10 1964

THE UNIVERSITY OF CHICAGO

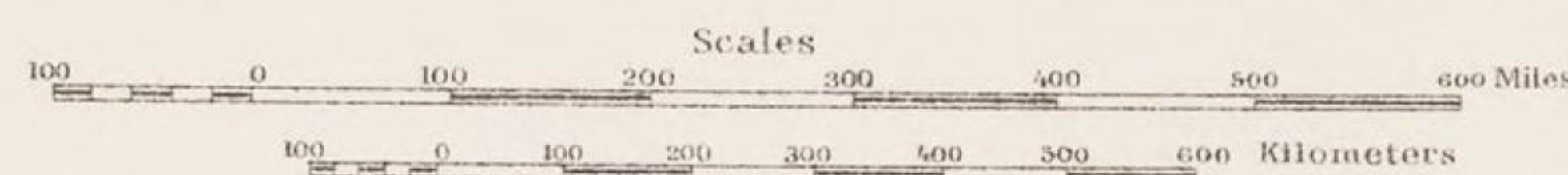
STATISTICS OF RAILWAYS

IN THE

UNITED STATES.



THE UNITED STATES OF AMERICA
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
WASHINGTON, D. C.



INTERSTATE COMMERCE COMMISSION.

NINTH ANNUAL REPORT

ON THE

STATISTICS OF RAILWAYS

IN THE

UNITED STATES

FOR THE

YEAR ENDING JUNE 30, 1896.

PREPARED BY THE

STATISTICIAN TO THE COMMISSION.



WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1897.

THE INTERSTATE COMMERCE COMMISSION.

Hon. WILLIAM R. MORRISON, of Illinois, Chairman.

Hon. MARTIN A. KNAPP, of New York.

Hon. JUDSON C. CLEMENTS, of Georgia.

Hon. JAMES D. YEOMANS, of Iowa.

Hon. CHARLES A. PROUTY, of Vermont.

EDWARD A. MOSELEY, Secretary.

CONTENTS.

	Page.
REPORT OF STATISTICIAN:	
Introductory.....	9
Mileage.....	11
Classification of Railways.....	15
Equipment	20
Men Employed on Railways.....	35
Capitalization and Valuation of Railway Property.....	45
Public Service of Railways.....	59
Earnings and Expenses.....	62
Summary of Results.....	81
General Balance Sheet.....	82
Railway Accidents.....	86
Recommendations.....	103
Conclusion	104

APPENDIXES.

A. Summary of Railways in the hands of Receivers.....	105
B. Decisions upon Questions raised under the Classification of Operating Expenses, Cases 20 to 36.....	111
C. Decisions upon Questions raised under the Classification of Operating Expenses, Cases 37 to 47.....	117

STATISTICAL TABLES

I.	{	Classification of Railways and Mileage for the Year ending June 30, 1896.....	121
		Supplement A.—[Showing totalized figures for certain roads lying in more than one group].....	250
		Supplement B.—Corporate Changes for the Year ending June 30, 1896..	252
II.	{	Amount of Railway Capital at the Close of the Year ending June 30, 1896.....	261
		Supplement.—[Showing totalized figures for certain roads lying in more than one group].....	336
III.	{	Earnings and Income for the Year ending June 30, 1896:	
		A.—Earnings from Operation.....	339
		Supplement.—[Showing totalized figures for certain roads lying in more then one group].....	392
		B.—Income from Property Owned but not Operated.....	395
		Supplement.—[Showing totalized figures for certain roads lying in more than one group].....	434
IV.	{	General Expenditures for Year ending June 30, 1896:	
		A.—Operating Expenses	437
		Supplement.—[Showing totalized figures for certain roads lying in more than one group].....	465
		B.—Fixed Charges and Summary of Expenditures.....	467
		Supplement.—[Showing totalized figures for certain roads lying in more than one group].....	534

	Page.
V. { Charges against Income on Account of Railway Capital during the Year ending June 30, 1896.....	537
Supplement.—[Showing totalized figures for certain roads lying in more than one group].....	575
VI. General Balance Sheet for the Year ending June 30, 1896 [Showing increase or decrease as compared with June 30, 1895].....	577

INDEXES.

Index to Railways.....	673
General Index.....	697

STATISTICS

OF

RAILWAYS IN THE UNITED STATES.

INTERSTATE COMMERCE COMMISSION,
DIVISION OF STATISTICS,
Washington, D. C., June 30, 1897.

To the Honorable Members of the Interstate Commerce Commission.

SIRS: Pursuant to instructions, I herewith submit the Ninth Annual Report of Railway Statistics in the United States, being the report for the year ending June 30, 1896. The titles of the tables contained in the body of this report are as follows:

Table I. Classification of Railways and Mileage for the Year ending June 30, 1896.

Table II. Amount of Railway Capital at the Close of the Year ending June 30, 1896.

Table III. Earnings and Income for the Year ending June 30, 1896:

A. Earnings from Operation.

B. Income from Property Owned but not Operated.

Table IV. General Expenditures for the Year ending June 30, 1896:

A. Operating Expenses.

B. Fixed Charges and Summary of Expenditures.

Table V. Charges against Income on Account of Railway Capital during the Year ending June 30, 1896.

Table VI. General Balance Sheet for the Year ending June 30, 1896.

The map showing the boundaries of the territorial groups, which have been adopted for the purpose of localizing railway statistics in the United States, will be found facing the title page of this report. All statistics are presented by territorial groups, except those pertaining to the General Balance Sheet of carriers.

In the report for the year ending June 30, 1895, a detailed statement was given respecting roads in the hands of receivers. A similar statement will be found in Appendix A to this report. By referring to this Appendix, it will be observed that on June 30, 1896, there were 151 roads in the hands of receivers, being a decrease of 18 as compared with the corresponding date of the previous year. This net decrease

results from the fact that 48 roads have, during the year, been taken out of the hands of receivers, while 30 roads have come under the custodianship of the courts. The length of operated mileage in the hands of receivers on June 30, 1896, was 30,475.39 miles. The operated mileage in the hands of receivers on June 30, 1895, was 37,855.80 miles. This shows a decrease during the year of 7,380.41. Of the roads in the hands of receivers at the date of this report, 28 operated a mileage in excess of 300 miles, 26 operated a mileage from 100 to 300 miles, 74 operated a mileage less than 100 miles, and 6 were not in operation. Of the roads in the hands of receivers, 17 were leased for operation. The most important roads which, during the year covered by this report, have been discharged from the custodianship of the courts were the New York and New England Railroad, New York, Lake Erie and Western Railroad, Toledo, Ann Arbor and North Michigan Railway, Central Railroad and Banking Company of Georgia, and the Atchison, Topeka and Santa Fe Railroad. All of these roads have been reorganized and appear in this year's report under their new corporate names. The most important lines which, during the year, have been placed in the hands of receivers are the Central Vermont Railroad, with an operated mileage of 529.80 miles, the Baltimore and Ohio Railroad, with an operated mileage of 2,072.88 miles, the Pittsburgh and Western Railway, with an operated mileage of 343.50 miles, and the Detroit, Lansing and Northern Railroad, with an operated mileage of 378.82 miles.

The capital stock represented by railways in the hands of receivers on June 30, 1896, was \$742,597,698, and the funded debt \$999,733,766. These figures, compared with the corresponding figures for the previous year, show a decrease of \$183,075,766 in capital stock and \$319,561,447 in funded debt. While the comparison of the facts pertaining to receiverships shows some slight betterment in the financial condition of the railways of the country, it by no means indicates that this industry has recovered from the embarrassed condition into which it was thrown during the year ending June 30, 1894.

It may be remarked in this connection that the statistical work of the Commission has been rendered unusually difficult by the imperfect reports of roads in the hands of receivers; so much so, indeed, that the propriety of special receivership reports has been considered. The difficulty arises from the fact that auditors in the employ of receivers are not officially in possession of the information needed for a complete report. In the adjustment of the capital accounts of roads under the custodianship of the courts, the purpose has been to continue the stock and bond statements as they appeared before the date of receivership until the date of reorganization, in order that a comparison of the balance sheets might indicate the result of reorganization in case a reorganization was effected. This, however, it has not always been possible to accomplish.

The present report follows, in the main, previous reports, both in the statistical matter which it presents and the order of presentation.

MILEAGE.

1. Railway Mileage, by States and Territories.
2. Railway Mileage, by Groups.
3. Railway Mileage, by Groups, showing Length of all Tracks.

The first summary presents a statement of the railway mileage in the United States by States and Territories, and shows, in addition to the total mileage in each political division, the proportion of such mileage to the total mileage in the country, the increase in the mileage for the year covered by the report, the number of miles per 100 square miles of territory, and the number of miles per 10,000 inhabitants.

By "official" mileage, as that phrase is used in the summary, is to be understood mileage reported to the Commission over the signature of some responsible officer; by "unofficial" mileage is meant mileage of lines which, for one reason or another, have failed during the year to make a satisfactory report.

SUMMARY OF RAILWAY MILEAGE IN THE UNITED STATES, BY STATES AND TERRITORIES.

State or Territory.	Mileage on June 30, 1896.					Number of miles of line per 100 square miles of territory. ¹	Number of miles of line per 10,000 inhabitants. ²
	Official.	Unofficial.	Total.	Proportion to total mileage.	Increase over June 30, 1895.		
Alabama.....	3,658.27	70.34	3,728.61	2.04	23.02	7.24	22.02
Arkansas.....	2,479.32	75.18	2,554.50	1.40	10.28	4.82	20.22
California.....	4,940.02	115.29	5,055.31	2.77	202.05	3.24	37.38
Colorado.....	4,590.14	.....	4,590.14	2.51	39.19	4.43	99.42
Connecticut.....	1,008.30	.....	1,008.30	.55	.05	20.81	12.07
Delaware.....	317.42	.....	317.42	.17	³ .35	16.20	16.82
Florida.....	3,053.74	71.91	3,125.65	1.71	125.84	5.76	71.38
Georgia.....	5,179.87	155.49	5,335.36	2.92	233.77	9.05	25.97
Idaho.....	1,085.34	.....	1,085.34	.59	.06	1.29	115.30
Illinois.....	10,689.32	36.65	10,725.97	5.87	76.69	19.15	25.04
Indiana.....	6,263.17	110.09	6,373.26	3.49	³ 22.02	17.75	25.97
Iowa.....	8,516.52	4.53	8,521.05	4.66	7.68	15.36	39.82
Kansas.....	8,846.58	.....	8,846.58	4.84	34.55	10.83	55.38
Kentucky.....	3,003.56	21.57	3,025.13	1.66	³ 8.81	7.56	14.55
Louisiana.....	2,101.71	134.28	2,235.99	1.22	130.17	4.92	17.86
Maine.....	1,724.87	.....	1,724.87	.94	81.88	5.77	23.31
Maryland.....	1,300.42	.....	1,300.42	.71	³ .14	13.19	11.14
Massachusetts.....	2,112.68	8.78	2,121.46	1.16	2.50	26.38	8.47
Michigan.....	7,686.98	131.41	7,818.39	4.28	140.53	13.62	33.36
Minnesota.....	6,155.85	.....	6,155.85	3.37	110.43	7.77	42.26
Mississippi.....	2,496.04	30.00	2,526.04	1.38	20.85	5.45	17.50
Missouri.....	6,599.17	9.30	6,608.47	3.62	16.50	9.62	22.04
Montana.....	2,845.34	.....	2,845.34	1.56	4.29	1.96	192.37
Nebraska.....	5,557.58	.....	5,557.58	3.04	³ 8.09	7.23	46.87

¹ On basis of 2,970,000 square miles, which covers "land surface" only, and excludes Alaska.

² On basis of 70,301,571 population for 1896, which is reached by adding to the population of the United States in 1890, 62,801,571, an estimated annual increase of 1,250,000 for each successive year.

³ Decrease.

12 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

SUMMARY OF RAILWAY MILEAGE IN THE UNITED STATES, BY STATES AND TERRITORIES—Continued.

State or Territory.	Mileage on June 30, 1896.					Number of miles of line per 100 square miles of territory. ¹	Number of miles of line per 10,000 inhabitants. ²
	Official.	Unofficial.	Total.	Proportion to total mileage.	Increase over June 30, 1895.		
Nevada.....	915.62	.....	915.62	.50	.....	.83	179.49
New Hampshire.....	1,208.71	.....	1,208.71	.66	2.23	13.42	28.67
New Jersey.....	2,202.21	18.00	2,220.21	1.21	4.59	29.78	13.73
New York.....	8,116.00	11.00	8,127.00	4.45	24.19	17.07	12.11
North Carolina.....	3,427.90	66.90	3,494.80	1.91	57.79	7.19	19.29
North Dakota.....	2,518.56	.....	2,518.56	1.38	³ 4.93	3.59	123.18
Ohio.....	8,722.36	3.93	8,726.29	4.77	111.06	21.41	21.23
Oregon.....	1,513.43	.....	1,513.43	.83	³ 7.14	1.60	43.21
Pennsylvania.....	9,832.97	86.60	9,919.57	5.43	168.18	22.05	16.87
Rhode Island.....	220.61	.....	220.61	.12	³ 4.45	20.33	5.72
South Carolina.....	2,576.55	39.80	2,616.35	1.43	³ 19.41	8.67	20.31
South Dakota.....	2,784.57	16.84	2,801.41	1.53	3.11	3.65	76.17
Tennessee.....	3,074.71	16.44	3,091.15	1.69	³ 19.33	7.40	15.63
Texas.....	9,404.44	115.10	9,519.54	5.21	144.79	3.63	38.04
Utah.....	1,374.55	.....	1,374.55	.75	³ 1.17	1.67	59.08
Vermont.....	987.62	.....	987.62	.54	6.53	10.81	26.54
Virginia.....	3,622.84	18.10	3,640.94	1.99	66.82	9.07	19.64
Washington.....	2,631.87	204.83	2,836.70	1.55	³ 3.48	4.24	72.47
West Virginia.....	2,013.20	50.50	2,063.70	1.13	69.96	8.37	24.18
Wisconsin.....	6,166.18	.....	6,166.18	3.37	115.25	11.32	32.65
Wyoming.....	1,179.97	.....	1,179.97	.65	.....	1.21	173.00
Alaska.....	.....	.....	.....	.....	.....	.....	.....
Arizona.....	1,314.57	.....	1,314.57	.72	³ 58.84	1.16	195.85
District of Columbia...	29.75	.....	29.75	.02	1.18	49.59	1.15
Indian Territory.....	1,182.02	.....	1,182.02	.65	181.66	3.81	58.80
New Mexico.....	1,486.78	.....	1,486.78	.81	³ .53	1.21	86.66
Oklahoma.....	433.57	.....	433.57	.24	51.18	1.12	62.53
United States, 1896..	181,153.77	1,622.86	182,776.63	100.	2,119.16	6.15	26.00
United States, 1895..	179,175.51	1,481.96	180,657.47	100.	1,948.92	6.08	26.16
United States, 1894..	176,602.61	2,105.94	178,708.55	100.	2,247.48	6.02	26.36
United States, 1893..	170,332.30	6,128.77	176,461.07	100.	4,897.55	5.94	26.51
United States, 1892..	165,690.97	5,872.55	171,563.52	100.	3,160.78	5.78	26.27
United States, 1891..	164,602.79	3,799.95	168,402.74	100.	4,805.69	5.67	26.29
United States, 1890..	159,271.74	4,325.31	163,597.05	100.	5,838.22	5.51	26.05

¹ On basis of 2,970,000 square miles, which covers "land surface" only, and excludes Alaska.² On basis of 70,301,571 population for 1896, which is reached by adding to the population of the United States in 1890, 62,801,571, an estimated annual increase of 1,250,000 for each successive year.³ Decrease.

The aggregate mileage on June 30, 1896, was 182,776.63 miles, being an increase of 2,119.16, as compared with the previous year. This shows a percentage increase during the year covered by the report of 1.17. The per cent of increase for the previous year was 1.09, and for the year ending June 30, 1894, it was 1.27. A comparison of this increase in mileage with the increase for the years 1889 and 1890, when the length of line was extended about 7,000 and 6,000 miles, respectively, enables one to appreciate the extent to which railway construction during the last few years has fallen off.

The States which have shown the greatest activity in railway construction are the following: California, which shows an increase of 202.05 miles; Florida, an increase of 125.84 miles; Georgia, an increase of 233.77 miles; Louisiana, an increase of 130.17 miles; Michigan, an increase of 140.53 miles; Minnesota, an increase of 110.43 miles; Ohio, an increase of 111.06 miles; Pennsylvania, an increase of 168.18 miles; Texas, an increase of 144.79 miles; Wisconsin, an increase of 115.25 miles; Indian Territory, an increase of 181.66 miles. The increase in mileage in all other States and Territories where increase has occurred is less than 100 miles of line. The remark of the previous year may be repeated, that such increase in railway mileage as has taken place does not seem to have been localized; although it is a significant fact that the States of Florida, Georgia, Louisiana, and Texas—all Southern States—are included in the list showing any considerable railway construction.

In the next summary is found a statement of mileage by groups, for the years 1890 to 1896, inclusive, as, also, the mileage of 1896 assigned per 100 square miles of territory and per 10,000 inhabitants.

SUMMARY OF RAILWAY MILEAGE, FOR THE YEARS ENDING JUNE 30, 1896, 1895, 1894, 1893, 1892, 1891, AND 1890, BY GROUPS.

Territory covered.	Line owned.								Number of miles of line per 100 square miles of territory. ²	Number of miles of line per 10,000 inhabitants. ³
	1896.	1895. ¹	1894. ¹	1893. ¹	1892. ¹	1891. ¹	1890. ¹	Increase 1896 over 1895.		
	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>		
Group I.....	7,388.75	7,296	7,166	7,062	7,004	6,930	6,877	92.74	11.92	14.04
Group II.....	20,802.90	20,607	20,361	19,964	19,339	19,017	18,613	195.37	19.19	13.50
Group III.....	22,937.76	22,651	22,466	22,364	22,271	22,012	21,718	286.12	18.21	27.31
Group IV.....	11,286.40	11,117	10,733	10,877	10,335	9,834	9,032	168.89	8.11	20.39
Group V.....	21,088.81	20,709	20,818	20,190	19,838	19,503	18,635	379.67	7.04	20.80
Group VI.....	40,666.54	40,446	40,149	39,656	38,520	37,890	37,463	220.33	10.92	35.39
Group VII.....	10,351.91	10,304	10,160	10,493	9,525	9,385	8,886	47.45	2.51	64.52
Group VIII....	22,449.78	22,024	21,815	21,387	21,056	20,776	20,355	425.77	6.15	40.76
Group IX.....	11,196.45	11,014	10,776	10,779	10,443	10,173	9,854	181.62	3.45	33.60
Group X.....	14,607.33	14,486	14,261	13,685	13,228	12,878	12,160	121.20	1.92	55.79
United States	182,776.63	180,657	178,708	176,461	171,563	168,402	163,597	2,119.16	6.15	26.00

¹ Decimals omitted.

² On basis of 2,970,000 square miles, which covers "land surface" only, and excludes Alaska.

³ On basis of 70,301,571 population for 1896, which is reached by adding to the population of the United States in 1890, 62,801,571, an estimated annual increase of 1,250,000 for each successive year.

The previous summaries pertain to single-track mileage. The next summary presents, in addition to single-track mileage, a statement of second-track, third-track, and fourth-track mileage, as well as the mileage of yard track and sidings. The last column gives the aggregated railway mileage, including all tracks.

14 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

SUMMARY OF RAILWAY MILEAGE, BY GROUPS, SHOWING LENGTH OF SINGLE TRACK, SECOND TRACK, THIRD TRACK, FOURTH TRACK, AND OF YARD TRACK AND SIDINGS.

Territory covered.	Single track.	Second track.	Third track.	Fourth track.	Yard track and sidings.	Total mileage operated (all tracks).
	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
Group I	7,714.24	1,391.61	96.43	83.84	3,073.03	12,359.15
Group II	20,481.32	5,419.16	763.84	593.12	9,681.23	36,938.67
Group III	23,223.31	1,727.77	48.60	21.19	8,188.09	33,208.96
Group IV	10,955.31	129.88	.....	.....	1,760.04	12,845.23
Group V	20,157.92	84.63	.....	.....	3,218.49	23,461.04
Group VI	41,850.28	1,675.07	79.02	65.13	9,629.66	53,299.16
Group VII	10,505.93	20.51	.....	.....	1,616.67	12,143.11
Group VIII	22,491.77	125.38	2.56	.87	3,885.48	26,506.06
Group IX	10,829.41	31.68	.....	.....	1,540.55	12,401.64
Group X	13,773.15	79.47	.....	.....	2,124.49	15,977.11
Total reporting, 1896....	181,982.64	10,685.16	990.45	764.15	44,717.73	239,140.13
Not reporting	793.99	.....	.....	.....	195.00	988.99
United States, 1896	182,776.63	10,685.16	990.45	764.15	44,912.73	240,129.12
United States, 1895	180,657.47	10,639.96	975.25	733.12	43,888.46	236,894.26
United States, 1894	178,708.55	10,499.30	953.16	710.99	42,661.67	233,533.67
United States, 1893	176,461.07	10,051.36	912.98	668.46	42,043.40	230,137.27
United States, 1892	171,563.52	9,367.21	852.70	626.47	39,941.45	222,351.35
United States, 1891	168,402.74	8,865.71	813.13	749.51	37,318.05	216,149.14
United States, 1890	163,597.05	8,437.65	760.88	561.81	35,255.16	208,612.55

From the above summary it appears that the aggregate length of railway mileage, including all tracks, on June 30, 1896, was 240,129.12 miles, being an increase as compared with 1895 of 3,234.86 miles. The length of second track on June 30, 1896, was 10,685.16 miles, being an increase of 45.20, as compared with the previous year. The length of third track was 990.45 miles, being an increase of 15.20 miles. The length of fourth track was 764.15 miles, being an increase of 31.03 miles. This increase in second, third, and fourth track mileage during the year covered by this report, as compared with previous years, shows practically nothing to have been done for the betterment of railway property in this regard. Thus, the increase in second-track mileage in 1895 over 1894 was 140.66 miles; the increase in 1894 over 1893 was 447.94 miles; the increase in 1893 over 1892 was 684.15 miles; the increase in 1892 over 1891 was 501.50 miles, and the increase in 1891 over 1890 was 428.06 miles. The figures are significant as showing one of the results of depression in the business of transportation. A similar curtailment in the betterment of established lines is indicated by the relatively slight increase in yard track and sidings during the year covered by the report. This, however, is not so marked as in the case of second, third, or fourth-track mileage. A comparison of the increase in this class of mileage with the increase in single-track mileage supports the conclusion referred to in last year's report, "that under the

commercial conditions which exist the tendency toward the development of existing property for assured traffic is slightly stronger than the tendency toward the seeking of new traffic by the extension of line."

CLASSIFICATION OF RAILWAYS.

1. Classification of Mileage according to Organization for Operation.
2. Classification of Roads according to Organization for Operation.
3. Classification of Roads according to Organization for Operation, by Groups.
4. Summary of Changes in List of Railways.
5. Classification of Railways on the Basis of Operated Mileage.

Following a statement of railway mileage, there comes, naturally, a consideration of the organization of such mileage for purpose of operation. The classes of organization recognized in the reports to the Commission are indicated by the first of these summaries, which comprises (1) a statement of the length of line owned by the company making report to the Commission; (2) a statement of the length of line of proprietary companies; (3) a statement of the length of line operated under lease; (4) a statement of the length of line operated under some other form of contract than a lease; and (5) a statement of the length of line operated under trackage rights. Line operated under trackage rights differs from line operated under lease or contract in that the operating road does not enjoy exclusive use of the property. Other roads as well as the one making report may operate over such line. To the extent of line operated under trackage rights, operated mileage of the country will exceed the single-track mileage.

CLASSIFICATION OF MILEAGE ACCORDING TO ORGANIZATION FOR OPERATION.

Territory covered.	Line owned.	Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated (single track).
	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
Group I.....	3,557.30	40.62	3,940.89	56.82	118.61	7,714.24
Group II.....	9,533.61	1,977.89	5,284.22	2,852.09	833.51	20,481.32
Group III.....	16,960.60	1,247.46	2,806.91	1,594.79	613.55	23,223.31
Group IV.....	8,913.37	163.98	1,492.47	90.69	294.80	10,955.31
Group V.....	15,638.59	1,772.85	1,778.00	644.45	324.03	20,157.92
Group VI.....	31,352.40	3,688.78	4,237.51	1,220.41	1,351.18	41,850.28
Group VII.....	8,726.32	186.81	1,031.71	427.78	133.31	10,505.93
Group VIII.....	18,316.83	2,357.96	1,169.58	.....	647.40	22,491.77
Group IX.....	10,037.21	424.11	38.67	22.88	306.54	10,829.41
Group X.....	7,169.89	3,482.64	829.87	2,195.20	95.55	13,773.15
United States, 1896.....	130,206.12	15,343.10	22,609.83	9,105.11	4,718.48	181,982.64
United States, 1895.....	125,334.60	15,237.29	23,295.18	9,592.21	4,286.97	177,746.25
United States, 1894.....	120,941.56	15,888.15	24,582.37	10,093.06	4,185.82	175,690.96
United States, 1893.....	113,987.97	15,281.03	24,608.62	11,782.02	4,120.20	169,779.84
United States, 1892.....	112,678.69	13,805.94	22,234.47	9,732.37	3,945.83	162,397.30
United States, 1891.....	108,733.41	14,386.30	26,552.78	7,784.17	3,818.51	161,275.17
United States, 1890.....	99,931.12	13,926.16	27,723.73	11,578.46	3,244.59	156,404.06

The total length of operated railway covered by reports to the Commission on June 30, 1896, was 181,982.64, being an increase of 4,236.39 miles. This, it will be observed, is in excess of the increase in operated mileage during the year, and the excess is largely accounted for by the fact that a large number of small roads, which in previous years neglected to make their reports to the Commission, have, during the current year, rendered such reports. The length of operated mileage given in the above summary, being the figure upon which most of the computations contained in this compilation are based, represents 99.56 per cent of the aggregate of railway mileage. This increase in the number of reports filed with the Commission is one of the satisfactory results of having instituted legal proceedings against delinquent lines.

The summary in last year's report, corresponding to the one given above, showed a decrease in the length of proprietary companies, in the length of line operated under lease, and in the length of line operated under contract. It also showed an increase in the length of line owned by operating companies, and it was suggested that such changes indicated a tendency toward greater simplicity in organization. While the same tendency may be observed for the year covered by this report, it is not nearly as marked. The increase in the length of line owned during the year was 4,871.52 miles, while the decrease of the line operated under lease was 685.35 miles, and that of the line operated under contract was 487.10 miles. The length of line operated under the proprietorship of an operating company, which represents a simpler form of organization than lease or contract, has increased 105.81 miles. This tendency is certainly to be commended, but there is nothing in the report to indicate that it is a permanent tendency.

The next summary exhibits a classification of roads according to organization for operation. Under the heading "Operating roads" are included all which maintain operating accounts, although in some cases such roads are leased to other companies. Under the heading "Subsidiary roads" are included lines which maintain a corporate existence, and which are assigned to other roads for the purpose of operation. Such roads render financial reports to the Commission. Operating roads render financial and operating reports combined. The existence of so many forms of contract by which organizations or systems are effected renders the statistics of railways in the United States very complicated. It is necessary for one who desires to understand the condensed income account contained in this report to be familiar with the relations that exist between operating and subsidiary lines.

CLASSIFICATION OF ROADS ACCORDING TO ORGANIZATION FOR OPERATION.

Class.	Number.							Increase of 1896 over 1895.
	1896.	1895.	1894.	1893.	1892.	1891.	1890.	
Operating roads:								
Independent.....	782	788	745	752	712	709	747	¹ 6
Subsidiary:								
Fixed money rental.....	11	13	14	16	20	16	22	¹ 2
Contingent money rental.	11	11	17	14	16	14	16	.....
Other relation.....	201	195	152	115	102	93	95	6
No information	3	6	17	42	49	57	46	¹ 3
Total operating roads..	1,008	1,013	945	939	899	889	926	¹ 5
Independent roads, "Line owned," not in operation.	67	50	60	64	42	35	39	17
Subsidiary roads:								
Fixed money rental.....	324	323	338	326	320	308	299	1
Contingent money rental....	192	209	188	195	186	183	179	¹ 17
Other relation.....	262	251	243	203	184	194	200	11
No information	18	17	36	54	71	62	58	1
Total subsidiary roads.	796	800	805	778	761	747	736	¹ 4
Subsidiary roads, "Line owned," not in operation.	2	5	10	10	13	9	9	¹ 3
Private roads	103	91	98	96	103	102	87	12
Private roads, "Line owned," not in operation.	9	6	6	3	4	3	.....	3
Total number of roads.	1,985	1,965	1,924	1,890	1,822	1,785	1,797	20

¹ Decrease.

The total number of railway corporations on June 30, 1896, to be accounted for by the statistics of railways in the United States, was 1,985. Of this number, 1,008 maintain operating accounts and render operating reports. Of the railways rendering operating reports, 782 are independent operating roads, and 226 are classed as subsidiary roads which maintain operating accounts. The number of independent roads reported as not operating during the year covered by this report was 67. The number of roads which rendered financial reports during the year was 796, of which 324 received a fixed money rental. This class includes roads leased on condition that the lessee pays interest on bonds or a stated dividend on stock, as well as roads leased for a stipulated sum. The number of roads which receive a contingent money rental, by which is meant a rental dependent in some way upon the earnings over the leased line in question, or upon some other variable element, is 192. Besides these two forms of rental, this summary shows that 262 roads were assigned for operation by so peculiar a lease that they could not well be classified. In Table I, in the body of this report, however, will be found a concise statement for every leased road and of the lease under which it is operated.

18 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

CLASSIFICATION OF ROADS ACCORDING TO ORGANIZATION FOR OPERATION, BY GROUPS.

Class.	Group.									
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.
Operating roads:										
Independent.....	42	163	¹ 99	¹ 71	¹ 121	² 117	³ 12	⁴ 61	⁵ 47	⁴ 75
Subsidiary:										
Fixed money rental.....	2	3	4	.....	1	.....	.....	.....	.....	1
Contingent money rental.....	1	1	4	2	.....	1	.....	1	1	.....
Other relation.....	8	46	23	⁵ 12	30	¹ 26	9	27	16	⁵ 8
No information.....	1	.....	1	1	.....	.....	.....	.....	.....	.....
Total operating roads.....	54	213	¹ 131	⁴ 86	¹ 152	⁶ 144	³ 21	⁴ 89	⁵ 64	³ 84
Independent roads, "Line owned," not in operation.	2	17	4	4	12	10	1	7	7	3
Subsidiary roads:										
Fixed money rental.....	72	128	34	13	13	28	⁵ 4	22	2	⁵ 10
Contingent money rental.....	9	86	29	8	7	32	3	⁵ 4	3	12
Other relation.....	16	105	52	16	13	23	4	22	3	8
No information.....	1	10	1	1	.....	3	.....	.....	1	1
Total subsidiary roads.....	98	329	116	38	33	86	⁵ 11	⁵ 48	9	⁵ 31
Subsidiary roads, "Line owned," not in operation.	.....	.....	2	.....	.....	.....	.....	.....	.....	.....
Private roads.....	5	10	7	12	24	11	.....	5	12	17
Private roads, "Line owned," not in operation.	.....	.....	.....	1	1	1	.....	1	1	4
Total number of roads.....	159	569	¹ 260	⁴ 141	¹ 222	⁶ 252	⁷ 33	³ 150	⁵ 93	⁷ 139

¹ Includes two roads assigned to other groups.

² Includes nine roads assigned to other groups.

³ Includes four roads assigned to other groups.

⁴ Includes three roads assigned to other groups.

⁵ Includes one road assigned to other groups.

⁶ Includes eleven roads assigned to other groups.

⁷ Includes five roads assigned to other groups.

As further bearing upon this question of organization, the following summary undertakes a classification of changes that have taken place during the year covered by the report.

SUMMARY OF CHANGES IN LIST OF RAILWAYS DURING THE YEARS ENDING JUNE 30, 1896 AND 1895.

Class.	1896.			1895.		
	Num-ber.	Line owned.	Line operated.	Num-ber.	Line owned.	Line operated.
		Miles.	Miles.		Miles.	Miles.
Road abandoned.....	17	194.17	76.00	14	123.98	51.50
Name changed.....	1	10.00	10.00	1	1.38	1.38
Merged.....	22	1,505.41	435.88	9	1,985.68	1,962.35
Reorganized.....	41	9,622.15	11,734.85	32	2,899.55	5,298.80
Consolidated.....	18	717.75	901.41	28	1,591.26	838.43
Correct name.....	.....	.....	.....	.....	.....	.....
Branch of and owned by.....	2	19.61	.....	1	8.00	8.00
No longer in existence.....	5	62.49	48.49	11	83.41	254.06
Street railway.....	6	32.97	30.99	1	1.78	1.78
Not a railway.....	3	33.69	33.69	3	35.50	4.00
Total.....	115	12,198.24	13,271.31	100	6,730.54	8,420.30

The length of operated mileage affected by reorganizations, consolidations, and other changes, during the year ending June 30, 1896, was 13,271.31 miles. Of this amount, 11,734.85 miles represent reorganized roads. This unusually large amount of mileage affected by reorganization is, of course, connected with the fact that roads in the hands of receivers have been again placed upon an independent footing. These changes, and also the tendencies toward the growth of established lines, are presented in another manner in the following summary, which classifies railways on the basis of operated mileage. The table is self-explanatory and needs no comment.

CLASSIFICATION OF RAILWAYS ON THE BASIS OF OPERATED MILEAGE FOR THE YEARS
ENDING JUNE 30, 1896, 1895, 1894, 1893, 1892, 1891, AND 1890.

Item.	Classification of roads.					
	Class I, mileage over 1,000.	Class II, mileage from 600 to 1,000.	Class III, mileage from 400 to 600.	Class IV, mileage from 250 to 400.	Class V, mileage under 250.	Total.
1896.						
Number of operating corporations.	44	22	24	44	977	1,111
Aggregate mileage in class.....	103,345.89	17,450.19	12,157.46	14,226.34	34,497.90	¹ 181,677.78
Proportion to total mileage, p. ct.	56.89	9.60	6.69	7.83	18.99	100.00
1895.						
Number of operating corporations.	42	24	22	45	971	1,104
Aggregate mileage in class.....	100,714.71	18,896.40	11,177.07	14,366.95	35,770.53	² 180,925.66
Proportion to total mileage, p. ct.	55.67	10.45	6.18	7.94	19.76	100.00
1894.						
Number of operating corporations.	44	23	23	42	911	1,043
Aggregate mileage in class.....	100,547.29	17,918.35	11,724.00	13,508.82	34,910.26	³ 178,608.72
Proportion to total mileage, p. ct.	56.30	10.03	6.57	7.56	19.54	100.00
1893.						
Number of operating corporations.	42	26	23	41	902	1,034
Aggregate mileage in class.....	98,385.54	19,759.21	11,867.17	12,969.97	33,398.43	⁴ 176,380.32
Proportion to total mileage, p. ct.	55.78	11.20	6.73	7.35	18.94	100.00
1892.						
Number of operating corporations.	43	24	24	40	871	1,002

¹ Includes 1,011.58 miles outside of the United States operated by eight roads, as follows: Boston & Maine R. R., 40.17 miles; Maine Central R. R., 52.34 miles; Montreal & Atlantic Ry., 200.70 miles; St. Croix & Penobscot R. R., 4.75 miles; St. Lawrence & Adirondack Ry., 67.60 miles; Michigan Central R. R., 380.04 miles; Northern Pacific R. R., 265.12 miles; Sault Ste. Marie Bridge Co., .86 mile.

² Includes 939.49 miles outside of the United States operated by six roads, as follows: Boston & Maine R. R., 37.15 miles; Maine Central R. R., 52.34 miles; Montreal & Atlantic Ry., 200.70 miles; St. Croix & Penobscot R. R., 4.75 miles; Michigan Central R. R., 378.91 miles; Northern Pacific R. R., 265.64 miles.

³ Includes 738.10 miles outside of the United States operated by five roads, as follows: Boston & Maine R. R., 37.15 miles; Maine Central R. R., 52.34 miles; St. Croix & Penobscot R. R., 4.75 miles; Michigan Central R. R., 378.91 miles; Northern Pacific R. R., 264.95 miles.

⁴ Includes 939.86 miles outside of the United States operated by six roads, as follows: Boston & Maine R. R., 36.75 miles; Maine Central R. R., 53.00 miles; Southeastern Ry., 201.50 miles; St. Croix & Penobscot R. R., 4.75 miles; Michigan Central R. R., 378.91 miles; Northern Pacific R. R., 264.95 miles.

CLASSIFICATION OF RAILWAYS ON THE BASIS OF OPERATED MILEAGE FOR THE YEARS
ENDING JUNE 30, 1896, 1895, 1894, 1893, 1892, 1891, AND 1890—Continued.

Item.	Classification of roads.					Total.
	Class I. mileage over 1,000.	Class II, mileage from 600 to 1,000.	Class III, mileage from 400 to 600.	Class IV, mileage from 250 to 400	Class V, mileage under 250.	
1892.						
Aggregate mileage in class.....	99,231.74	18,052.14	12,306.65	12,796.20	29,115.23	¹ 171,501.96
Proportion to total mileage, p. ct.	57.86	10.53	7.17	7.46	16.98	100.00
1891.						
Number of operating corporations.	41	25	25	40	860	991
Aggregate mileage in class.....	94,265.01	19,080.42	12,829.18	12,933.98	29,068.33	² 168,176.92
Proportion to total mileage, p. ct.	56.05	11.35	7.63	7.69	17.28	100.00
1890.						
Number of operating corporations.	40	33	30	46	864	1,013
Aggregate mileage in class.....	77,872.63	24,774.71	15,720.01	14,616.94	30,952.46	³ 163,936.75
Proportion to total mileage, p. ct.	47.51	15.10	9.59	8.92	18.88	100.00

¹ Includes 965.95 miles outside of the United States operated by seven roads, as follows: Boston & Maine R. R., 36.75 miles; Central Vermont R. R., 19.90 miles; Maine Central R. R., 53.00 miles; Southeastern Ry., 209.10 miles; St. Croix & Penobscot R. R., 4.75 miles; Michigan Central R. R., 378.91 miles; Northern Pacific R. R., 263.54 miles.

² Includes 943.95 miles outside of the United States operated by five roads, as follows: Boston & Maine R. R., 36.75 miles; Southeastern Ry., 260.00 miles; St. Croix & Penobscot R. R., 4.75 miles; Michigan Central R. R., 378.91 miles; Northern Pacific R. R., 263.54 miles.

³ Includes 1,092.80 miles outside of the United States operated by four roads, as follows: Boston & Maine R. R., 36.75 miles; Michigan Central R. R., 378.91 miles; New Brunswick Ry., 412.90 miles; Northern Pacific R. R., 264.24 miles.

EQUIPMENT.

1. Equipment, by Groups—Locomotives.
2. Equipment, by Groups—Cars.
3. Assignment of Equipment per 100 Miles to Length of Line, by Groups.
4. Assignment of Equipment to Amount of Traffic, by Groups.
5. Total Equipment, and Equipment Fitted with Train Brake and Automatic Coupler, 1896, 1895, 1894, 1893, 1892, 1891, 1890, and 1889.
6. Equipment Fitted with Train Brake—Locomotives.
7. Equipment Fitted with Train Brake—Cars.
8. Equipment Fitted with Automatic Coupler—Locomotives.
9. Equipment Fitted with Automatic Coupler—Cars.
10. Equipment Fitted with Train Brake, by Groups, showing Kind of Brake Used.
11. Equipment Fitted with Automatic Coupler, by Groups, showing Kind of Coupler Used.
12. Equipment Fitted with Automatic Coupler, showing Kind of Coupler Used, 1896, 1895, 1894, 1893, 1892, 1891, 1890, and 1889.
13. Classification of Cars in Passenger Service Fitted with Train Brake, by Groups.
14. Classification of Cars in Freight Service Fitted with Train Brake, by Groups.
15. Classification of Other Cars Fitted with Train Brake, by Groups.

16. Classification of Cars in Passenger Service Fitted with Automatic Coupler, by Groups.

17. Classification of Cars in Freight Service Fitted with Automatic Coupler, by Groups.

18. Classification of Other Cars Fitted with Automatic Coupler, by Groups.

Railway equipment, as that phrase is here used, includes cars and locomotives of all classes. Locomotives are classified as passenger, freight, or switching locomotives, and cars are classified as cars assigned to passenger service, freight service, or company's service. Under the heading of leased locomotives and cars will be found the amount of equipment not owned by the railway corporations, but included in their equipment statements. This equipment must be distinguished from the rolling stock of private companies, for the use of which the railways pay upon a mileage basis. Under the heading of fast freight line service is included a statement of cars, the property of railways, assigned to the use of outside agencies, whose business it is to collect and forward certain classes of freight. It must be noticed that locomotives and cars leased, and cars assigned to fast freight-line service, are included in the total of locomotives and cars in service.

SUMMARY OF EQUIPMENT, BY GROUPS—LOCOMOTIVES.

Territory covered.	Passenger.	Freight.	Switching.	Unclassified.	Total in service.	Leased.
Group I.....	1,148	970	301	39	2,548	14
Group II.....	2,664	5,313	1,165	35	9,177	727
Group III.....	1,497	3,145	1,044	38	5,724	362
Group IV.....	339	929	156	213	1,637	414
Group V.....	799	1,514	339	33	2,685	218
Group VI.....	1,701	4,128	1,165	21	7,015	231
Group VII.....	256	814	184	.....	1,254	143
Group VIII.....	871	1,795	452	22	3,140	159
Group IX.....	306	717	149	12	1,184	73
Group X.....	362	1,026	116	82	1,586	65
United States, 1896.....	9,943	20,351	5,161	495	35,950	2,406
United States, 1895.....	9,999	20,012	5,100	588	35,699	2,562
United States, 1894.....	9,893	20,000	5,086	513	35,492	2,512
Increase, 1896 over 1895.....	¹ 56	339	61	¹ 93	251	¹ 156

¹ Decrease.

SUMMARY OF EQUIPMENT, BY GROUPS—CARS.

Territory covered.	Passenger service.	Freight service.	Company's service.	Total in service.	Leased.	Fast freight line service.
Group I.....	4, 290	55, 048	2, 849	62, 187	3, 186	768
Group II.....	9, 378	369, 440	12, 700	391, 518	76, 510	20, 436
Group III.....	4, 428	240, 462	5, 510	250, 400	39, 989	21, 226
Group IV.....	1, 227	52, 380	2, 476	56, 083	17, 844	148
Group V.....	2, 466	78, 152	3, 198	83, 816	9, 699	.....
Group VI.....	5, 447	238, 618	7, 754	251, 819	13, 522	1, 887
Group VII.....	898	33, 838	1, 462	36, 198	3, 875	.....
Group VIII.....	2, 275	93, 355	3, 313	98, 943	8, 746	236
Group IX.....	850	26, 443	1, 515	28, 808	2, 735	.....
Group X.....	1, 744	34, 151	1, 982	37, 877	1, 350	.....
United States, 1896.....	33, 003	1, 221, 887	42, 759	1, 297, 649	177, 456	44, 701
United States, 1895.....	33, 112	1, 196, 119	41, 330	1, 270, 561	178, 107	49, 472
United States, 1894.....	33, 018	1, 205, 169	39, 891	1, 278, 078	181, 664	44, 212
Increase, 1896 over 1895.	¹ 109	25, 768	1, 429	27, 088	¹ 651	¹ 4, 771

¹ Decrease.

The total number of locomotives in service on June 30, 1896, was 35,950, being an increase of 251 as compared with the previous year. This number, it will be observed, is a net amount resulting from a decrease of 56 in passenger locomotives, and of 93 in unclassified locomotives, and an increase of 339 in freight locomotives, and of 61 in switching locomotives.

The number of cars in service on June 30, 1896, was 1,297,649, being an increase of 27,088 as compared with the previous year. This increase is the net result arising from a decrease of cars assigned to passenger service of 109, an increase in cars assigned to freight service of 25,768, and an increase in cars assigned to company's service of 1,429. It is worthy of remark that the above summaries show, in the case of both locomotives and cars, a decrease in the number assigned to the passenger service and an increase in the number assigned to the freight service. This is especially significant, inasmuch as the change in the number of equipment assigned to passenger and freight service during the previous year was in the opposite direction. This office has no record of the number of cars owned by private companies employed by railways for the purpose of carrying freight.

The two summaries next inserted are designed to show the density of equipment for the country as a whole, and for the several territorial groups, as, also, its efficiency in the transportation of passengers and freight.

ASSIGNMENT OF EQUIPMENT PER 100 MILES TO LENGTH OF LINE, BY GROUPS.

Territory covered.	Locomotives.				Cars.			
	Total.	Passenger.	Freight.	Switching.	Total.	Passenger.	Freight.	Company's service.
Group I.....	33	15	13	5	806	56	713	37
Group II.....	45	13	26	6	1,912	46	1,804	62
Group III.....	25	6	14	5	1,078	19	1,035	24
Group IV.....	15	3	8	1	512	11	478	23
Group V.....	13	4	7	2	416	12	388	16
Group VI.....	17	4	10	3	602	13	570	19
Group VII.....	12	2	8	2	345	9	322	14
Group VIII.....	14	4	8	2	440	10	415	15
Group IX.....	11	3	7	1	266	8	244	14
Group X.....	12	3	7	1	275	13	248	14
United States, 1896.	20	6	11	3	713	18	672	23
United States, 1895.	20	6	11	3	715	19	673	23
United States, 1894.	20	6	11	3	728	19	686	23
Decrease, 1896 under 1895.	.....	.....	.....	.....	2	1	1	.....

ASSIGNMENT OF EQUIPMENT TO AMOUNT OF TRAFFIC, BY GROUPS.

Territory covered.	Passengers carried per passenger locomotive.	Passenger miles per passenger locomotive.	Tons carried per freight locomotive.	Ton miles per freight locomotive.	Passenger cars per 1,000,000 passengers carried.	Freight cars per 1,000,000 tons of freight carried.
Group I.....	100,205	1,695,742	46,494	3,814,925	37	1,221
Group II.....	68,532	1,343,336	51,408	5,653,144	51	1,353
Group III.....	38,736	1,269,778	51,829	6,131,862	76	1,475
Group IV.....	32,369	1,320,721	24,939	5,088,015	112	2,261
Group V.....	25,213	1,076,298	38,844	4,212,672	122	1,329
Group VI.....	42,564	1,246,651	29,549	4,190,424	75	1,956
Group VII.....	13,525	1,027,468	16,635	2,941,556	260	2,499
Group VIII.....	19,854	915,632	20,211	3,196,188	132	2,573
Group IX.....	23,104	1,222,522	22,542	3,716,171	120	1,636
Group X.....	68,613	2,099,207	14,348	3,030,332	70	2,320
United States, 1896.....	51,471	1,312,381	37,634	4,684,210	64	1,595
United States, 1895.....	50,747	1,218,967	34,817	4,258,821	65	1,717
United States, 1894.....	54,654	1,444,400	31,909	4,016,755	53	1,888
Increase, 1896 over 1895.....	724	93,414	2,817	425,389	¹ 1	¹ 122

¹ Decrease.

From the first of the above summaries it appears that the railways of the United States employ 20 locomotives per 100 miles of line, of which 6 are passenger locomotives, 11 are freight locomotives, and 3 are switching locomotives. The same summary shows that the railways of the country use 713 cars per 100 miles of line, of which 18 are passenger cars, 672 are freight cars, and 23 are cars in the company's service. Of the ten groups into which the country is divided for the purpose of these statistical exhibits, three only show a density of equip-

ment greater than that of the country at large. These are Groups I, II, and III, which embrace the territory of New England and the States occupied by the trunk lines running from Chicago to the seaboard. Group II, which includes the States of New York and Pennsylvania, shows 45 locomotives and 1,912 cars per 100 miles of line. Other features equally significant, as indicating the great variety which exists in railway equipment in the several parts of the country, may be read from the above table.

The exhibit made by the second of the above summaries is always interesting. Referring to the country at large, it shows 51,471 passengers to have been carried, and 1,312,381 passenger-miles to have been accomplished, per passenger locomotive. It shows also 37,634 tons of freight to have been carried, and 4,684,210 ton-miles to have been accomplished, per freight locomotive. The number of passenger cars per 1,000,000 passengers carried during the year was 64, and the number of freight cars per 1,000,000 tons of freight carried was 1,595. In every case the figures presented indicate an increase in the economy of railway equipment as compared with the previous year. Thus, the number of passenger-miles per passenger locomotive was 93,414, and the number of ton-miles per freight locomotive was 425,389 greater, for the year covered by this report, than for the preceding year. The remark of previous reports must, however, be repeated in this connection, that, so far as freight statistics are concerned, the above figures are not quite complete, inasmuch as the reports of the railways to the Commission include all freight carried, but do not include all of freight equipment. The importance of this omission is indicated by the fact that the railways of this country pay between \$11,000,000 and \$12,000,000 to outside companies and corporations for the use of their cars.

It is a matter of peculiar interest at the present time to learn to what extent locomotives and cars are fitted with train brakes and automatic couplers, and the series of summaries which now follows furnishes extensive information upon this point.

COMPARATIVE STATEMENT OF EQUIPMENT, AND OF EQUIPMENT FITTED WITH TRAIN BRAKE AND AUTOMATIC COUPLER, FOR THE YEARS ENDING JUNE 30, 1896, 1895, 1894, 1893, 1892, 1891, 1890, AND 1889.

Year.	Total equipment.	Increase.	Equipment fitted with train brake.	Increase.	Equipment fitted with automatic coupler.	Increase.
1896.....	1,333,599	27,339	448,854	86,356	545,583	136,727
1895.....	1,306,260	¹ 7,310	362,498	31,506	408,856	51,235
1894.....	1,313,570	4,836	330,992	31,965	357,621	35,383
1893.....	1,308,734	60,506	299,027	42,158	322,238	77,904
1892.....	1,248,228	27,139	256,869	68,537	244,334	75,299
1891.....	1,221,089	21,282	188,332	39,505	169,035	53,716
1890.....	1,199,807	101,205	148,827	20,668	115,319	34,809
1889.....	1,098,602	.....	128,159	.....	80,510	.....

¹ Decrease.

The above summary presents a comprehensive statement respecting the character of railway equipment. It shows for the years 1889 to 1896, inclusive, not only the total of equipment, including cars and locomotives of the railways of the United States, but the amount of that equipment fitted with train brakes and automatic couplers. Out of a total of 1,333,599 locomotives and cars on June 30, 1896, 448,854 were fitted with train brakes, and 545,583 with automatic couplers. The increase in equipment during the year was 27,339, while the increase in the number fitted with train brakes was 86,356, and the increase in the number fitted with automatic couplers was 136,727. While this comparison shows considerable progress, much remains to be done before the total equipment of railways will be furnished with the automatic appliances in question.

Whether or not all classes of equipment should be furnished with train brakes and automatic couplers is a matter respecting which a statistical report has nothing to say. It can, however, show the extent to which the several classes of equipment are provided with train brakes and automatic couplers. This is the design of the next four summaries.

SUMMARY OF EQUIPMENT FITTED WITH TRAIN BRAKE—LOCOMOTIVES.

Territory covered.	Passenger.	Freight.	Switching.	Unclassified.	Total in service.	Leased.
Group I.....	1,135	796	110	35	2,076	11
Group II.....	2,647	4,465	790	19	7,921	606
Group III.....	1,490	2,672	678	37	4,877	287
Group IV.....	330	857	126	176	1,489	410
Group V.....	779	1,319	241	17	2,356	146
Group VI.....	1,684	3,784	790	21	6,279	261
Group VII.....	255	791	165	.....	1,211	138
Group VIII.....	864	1,581	286	16	2,747	155
Group IX.....	280	674	111	11	1,076	59
Group X.....	352	982	106	60	1,500	65
United States, 1896.....	9,816	17,921	3,403	392	31,532	2,138
United States, 1895.....	9,876	16,712	3,038	439	30,065	2,143
United States, 1894.....	9,770	15,983	3,033	453	29,239	1,879
Increase, 1896 over 1895.....	¹ 60	1,209	365	¹ 47	1,467	¹ 5

¹ Decrease.

SUMMARY OF EQUIPMENT FITTED WITH TRAIN BRAKE—CARS.

Territory covered.	Passen- ger service.	Freight service.	Com- pany's service.	Total in service.	Leased.	Fast freight line service.
Group I.....	4,271	16,763	317	21,351	25	325
Group II.....	9,215	87,713	1,490	98,418	19,088	10,859
Group III.....	4,394	52,645	297	57,336	7,688	8,538
Group IV.....	1,162	11,918	88	13,168	1,936	137
Group V.....	2,391	11,258	103	13,752	1,760	.....
Group VI.....	5,410	94,133	1,234	100,777	4,977	102
Group VII.....	893	21,953	343	23,189	3,713	.....
Group VIII.....	2,203	46,599	1,045	49,847	2,834	.....
Group IX.....	828	10,600	247	11,675	628	.....
Group X.....	1,646	25,476	687	27,809	1,230	.....
United States, 1896.....	32,413	379,058	5,851	417,322	43,879	19,961
United States, 1895.....	32,384	295,073	4,976	332,433	38,888	18,982
United States, 1894.....	32,403	264,884	4,466	301,753	40,587	11,519
Increase, 1896 over 1895.....	29	83,985	875	84,889	4,991	979

SUMMARY OF EQUIPMENT FITTED WITH AUTOMATIC COUPLER—LOCOMOTIVES.

Territory covered.	Passen- ger.	Freight.	Switch- ing.	Un classi- fied.	Total in service.	Leased.
Group I.....	295	324	35	.....	654	5
Group II.....	2,050	1,314	324	4	3,692	159
Group III.....	1,098	522	77	.....	1,697	95
Group IV.....	296	291	48	148	783	118
Group V.....	418	228	51	3	700	66
Group VI.....	276	491	30	1	798	1
Group VII.....	46	139	25	.....	210	.....
Group VIII.....	14	54	4	.....	72	.....
Group IX.....	8	6	.....	1	15	.....
Group X.....	2	4	.....	8	14	.....
United States, 1896.....	4,503	3,373	594	165	8,635	444
United States, 1895.....	3,893	2,039	389	141	6,462	573
United States, 1894.....	3,479	1,308	217	129	5,133	453
Increase, 1896 over 1895.....	610	1,334	205	24	2,173	¹ 129

¹ Decrease.

SUMMARY OF EQUIPMENT FITTED WITH AUTOMATIC COUPLER—CARS.

Territory covered.	Passen- ger service.	Freight service.	Com- pany's service.	Total in service.	Leased.	Fast freight line service.
Group I.....	4,215	29,779	655	34,649	620	420
Group II.....	9,141	184,306	1,403	194,850	42,741	13,817
Group III.....	4,337	88,059	801	93,197	9,621	10,660
Group IV.....	1,137	18,465	295	19,897	2,786	30
Group V.....	2,310	21,172	124	23,606	2,747	.....
Group VI.....	5,332	107,045	913	113,290	2,931	247
Group VII.....	880	15,531	134	16,545	1,679	.....
Group VIII.....	2,101	22,943	406	25,450	2,760	.....
Group IX.....	815	3,559	46	4,420	172	.....
Group X.....	1,578	9,374	92	11,044	212	.....
United States, 1896.....	31,846	500,233	4,869	536,948	66,269	25,174
United States, 1895.....	31,971	366,985	3,438	402,394	59,029	23,122
United States, 1894.....	31,916	317,896	2,676	352,488	63,996	16,811
Increase, 1896 over 1895.....	¹ 125	133,248	1,431	134,554	7,240	2,052

¹ Decrease.

From the above summaries the following facts may be read. The number of passenger locomotives fitted with train brakes on June 30, 1896, was 9,816, which shows a decrease of 60 as compared with the previous year. This fact, however, bears no significance when it is noted that the number of passenger locomotives during the year shows a decrease of 56. The number of freight locomotives fitted with train brakes on June 30, 1896, was 17,921, showing an increase as compared with the previous year of 1,209. The total number of freight locomotives was 20,351, from which it appears that there yet remain 2,430 locomotives not fitted with train brakes. The number of passenger locomotives fitted with automatic couplers on June 30, 1896, was 4,503, out of a total of 9,943. The number of freight locomotives fitted with automatic couplers on June 30, 1896, was 3,373, out of a total of 20,351. The increase in the number of passenger locomotives fitted with automatic couplers during the year was 610, and of freight locomotives was 1,334.

The number of passenger cars fitted with train brakes on June 30, 1896, was 32,413, being an increase of 29 as compared with the previous year. The number of passenger cars in service on the same date was 33,003. This shows 590 passenger cars in use not fitted with train brakes. The number of cars in the freight service on June 30, 1896, fitted with train brakes was 379,058 out of a total of 1,221,887. The increase in the number of cars in the freight service during the year covered by the report was 25,768. This shows a net increase in the number of cars assigned to the freight service fitted with train brakes of 58,217, but it should be added that there were on June 30, 1896, 842,829 freight cars not supplied with train brakes. The number of cars in the passenger service which were fitted with automatic couplers

on June 30, 1896, was 31,846 out of a total of 33,003. The number of cars assigned to the freight service which on the same date were fitted with automatic couplers was 500,233 out of a total of 1,221,887. The increase in the number of cars assigned to the freight service fitted with automatic couplers as compared with the previous year is 133,248. The increase in the number of cars assigned to the freight service during the same period was 25,768, showing a net gain in automatic couplers on freight cars of 107,480.

It is the design of the following summaries to show the number of each kind of brakes and couplers in use, and to present this information by territorial groups. No explanation is necessary so far as brakes are concerned. It will be noted, however, that in the second summary, which shows the number and kind of automatic couplers in use, this report has for the first time succeeded in excluding from the table any returns of "M. C. B." couplers. This term, as is well known, designates a type of coupler, and is not the name of any particular coupler.

SUMMARY OF EQUIPMENT FITTED WITH TRAIN BRAKE, BY GROUPS, SHOWING KIND OF BRAKE USED.

Kind of brake.	Group.										United States.
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	
American steam.....		230	100	3	56	90	4	33	21	1	538
Baldwin.....			1		1	1		1			4
Beal's steam.....						1					1
Boyden.....			4	63	3	190		1	178		439
Crane air.....		38			100	4					142
Eames vacuum.....	92	329	107	35	217	64	1	10	11	28	894
Grant.....								1			1
Haberkorn.....			1								1
Hunt.....										13	13
Lansberg.....						585		30			615
Lima Locomotive Works.....		65									65
New York.....	35	4,135	529	525	1,025	5,370	1,908	2,907	368	364	17,166
Pittsburg Locomotive Works.....		3									3
Porter.....		1				2		2			5
St. Louis steam.....		4									4
Shay.....		1									1
Westinghouse.....	23,297	101,520	61,462	14,026	14,687	100,673	22,487	49,590	12,173	28,890	428,805
Unclassified.....	3	17	9	5	19	76		19		13	161
Total.....	23,427	106,343	62,213	14,657	16,108	107,056	24,400	52,594	12,751	29,309	448,858

SUMMARY OF EQUIPMENT FITTED WITH AUTOMATIC COUPLER, BY GROUPS, SHOWING
KIND OF COUPLER USED.

Kind of coupler.	Group.										United States.
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	
Acme.....	1	1									2
Ajax.....							52	29	2	15	98
American.....	388	4,300	485		3	1,007	2,588	851		504	10,126
Ames.....		1									1
Barfield.....					7						7
Blackstone.....						144					144
Brown.....	1	5	1		1	2					10
Brown and Smith..						1					1
Buckeye.....	37	3,373	11,777	857	656	4,071	122	2,371		37	23,301
Buhoup.....	12									2	14
Burns.....	38	10									48
California.....						1,373	4	19	556	5,337	7,289
Champion.....			15		1						16
Chicago.....	293	146	860	2	50	33,055	3,264	138		263	38,071
Colby.....	50										50
Columbia.....						522	53				575
Corey.....						20					20
Cowell.....	4	3				64	19			18	108
Detroit.....			10								10
Diamond.....	18			2		44		120	47		231
Dickey.....						4					4
Dietz.....							18	12			30
Dowling.....	512	3,334	340			184	477	1	23	200	5,071
Drexel.....	25	5	64		50	623	142			24	933
Eastwick.....		21									21
Elliott.....					193						193
Empire.....	32	52				1		1			86
Enos.....			3								3
Eureka.....					9	32					41
Fox.....		45	15			74		3		1	138
Gallagher.....			15		130						145
Gould.....	7,721	88,930	34,669	64	1,653	5,891	456	4,007	335	424	144,150
Halpin.....		1									1
Hein.....	23					3,040					3,063
Hinson.....		472	578	1,789	3,629	564		152	587		7,771
Hinson-Caswell.....						1					1
Hitchcock.....	1										1
Huselton.....		430									430
Interstate.....	1	7			2				25		35
Janney.....	4,954	66,106	38,114	16,516	7,454	42,210	5,680	6,222	211	1,361	188,828
Janney-Buhoup.....		114	43			19					176
Janney-Miller.....		11	20		32	50	1	1	17		132
Johnson.....		404									404
Kling.....			6		9						15
La Burt.....		6									6
Latham.....		1									1
Latrobe.....						1					1
Little Delaware.....				1							1
Little Giant.....	7		36						32		75
Lone Star.....			10						102		112
Louisville and Nashville.....					70						70
Ludlow.....		9		5							14
McDonough.....					1						1

30 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

SUMMARY OF EQUIPMENT FILLED WITH AUTOMATIC COUPLER, BY GROUPS, SHOWING KIND OF COUPLER USED.—Continued.

Kind of coupler.	Group.										United States.
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	
Marks		304									304
Mather		1,300				111			11		1,422
Miller	3,956	1,739	678	33	932	3,761	603	3,608	780	1,735	17,825
Miller-Buhoup	34							9			43
Missouri Pacific			1			133		3,800	1,356		5,290
Munton						3					3
National	127				1	8					136
National-Miller						88					88
New York		2	1					2			5
New York, New Ha- ven and Hartford.	150										150
Norton	22										22
Paragon			1								1
Park	5										5
Perfection					9						9
Pike										4	4
Pooley		2,832	211		1	3	1			82	3,130
Richardson	2										2
Ruby						1					1
Safety								85	90		175
Safford	4,446						553	220	32	475	5,726
St. Louis		2	13		148	773		564	2		1,502
Sams							15	4		179	198
Shickle, Harrison & Howard.					1,206	1	2	1			1,210
Sloan-Miller						2					2
Smillie		5,170		292	913						6,375
Smith		54									54
Stalder			10								10
Standard	156	1,894	1,165	133	2,266	4,670	2,183	1,111	125	384	14,087
Stigler & Strosler					34						34
Stone & Skinner			2								2
Taylor			2								2
Thomas						1					1
Thurmond	326	2,121	735	693	3,764	90			33		7,762
Tower	1,668	339	3,462	15	1	5,093	2	765	2	2	11,349
Townsend			7								7
Trojan	10,179	11,061	1,543	277	1,043	1,925		1,417	63	11	27,519
Union				1							1
United States					2				4		6
Van Dorston		3,786									3,786
Washburn						5					5
Wells	1										1
Whipple						2					2
Whittemore	84										84
Wilkins	29										29
Williams						4,410	520				4,930
Wilmington					27						27
Woodman						1					1
Unclassified		151	2		9	10		9			181
Total	35,303	198,542	94,894	20,680	24,306	114,088	16,755	25,522	4,435	11,058	545,583

It is a matter of interest to know the changes, if any, in the choice of couplers used. For this reason the following summary is inserted, which shows the number of each kind of coupler in use for the years 1889 to 1896, inclusive:

COMPARATIVE SUMMARY OF EQUIPMENT FITTED WITH AUTOMATIC COUPLER, SHOWING KIND OF COUPLER USED, FOR THE YEARS ENDING JUNE 30, 1896, 1895, 1894, 1893, 1892, 1891, 1890, AND 1889.

Name of coupler.	Number of equipment.							
	1896.	1895.	1894.	1893.	1892.	1891.	1890.	1889.
Acme.....	2							
Aikman.....				119	119	119	264	256
Ajax.....	98	100						
Almy.....					140	133		126
American.....	10,126	2,035	368	287	284	720		
Ames.....	1	1	371	872	2,479	3,909	10,413	11,808
Barfield.....	7	2						
Blackstone.....	144	144	144	144	144	132	132	149
Blocker.....		1,385	1,385	1,385	1,480	1,516	1,379	3,808
Brown.....	10	14	8					
Brown and Smith.....	1							
Buckeye.....	23,301	14,938	10,649	7,489	1,689	304		
Buhoup.....	14							
Burns.....	48	31						
California.....	7,289	1,980	145	88	96			
Champion.....	16							
Chicago.....	38,071	22,964	15,440	13,074	7,924	1,353		
Colby.....	50	49	40	62	72	78	92	11
Columbia.....	575	271						
Cook.....								3
Corey.....	20							
Cowell.....	108	117	156	149	146	183	174	61
Detroit.....	10							
Diamond.....	231	26						
Dickey.....	4	14		20	14			
Dietz.....	30	1						
Dowling.....	5,071	4,908	7,068	6,854	7,248	6,340	2,021	921
Drexel.....	933	1,039	809	456	24			
Eastwick.....	21	21	24	4	6	6		
Elliott.....	193	186	123	96				
Empire.....	86	33	10	4				
Enos.....	3	3						
Eureka.....	41	400	365	4				
Fennell.....			2		2			
Fox.....	138	144	132	110	107	100	3	
Gallagher.....	145							
Gould.....	144,150	105,725	77,278	59,774	41,272	26,746	10,807	952
Halpin.....	1	1						
Hein.....	3,063				121	170	212	275
Hilliard.....						2	2	1
Hinson.....	7,771	6,636	7,864	7,024	6,380	5,227	1,900	9
Hinson-Caswell.....	1							
Hitchcock.....	1	2						
Huselton.....	430	720	722	2,647	1,792	2,049	1,342	2,599
Interstate.....	35	7						
Janney.....	188,828	143,726	117,781	102,056	81,876	52,975	36,615	17,536
Janney-Buhoup.....	176	162	108	109	46			

32 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

COMPARATIVE SUMMARY OF EQUIPMENT FITTED WITH AUTOMATIC COUPLER, SHOWING KIND OF COUPLER USED, FOR THE YEARS ENDING JUNE 30, 1896, 1895, 1894, 1893, 1892, 1891, 1890, AND 1889—Continued.

Name of coupler.	Number of equipment.							
	1896.	1895.	1894.	1893.	1892.	1891.	1890.	1889.
Janney-Miller	132	107	153	471	77	392	68	30
Johnson	404	506	506	1,185	100	.....	.....	.....
Keystone .....	.....	.....	.....	.....	.....	10	10	.....
Kling	15	9	.....	.....	.....	226	14	10
La Burt	6	6	8	.....	.....	.....	.....	.....
Lancaster .....	.....	.....	.....	.....	.....	.....	.....	3
Latham	1	2	.....	.....	.....	.....	.....	.....
Latrobe	1	.....	.....	.....	.....	.....	.....	.....
Little Delaware	1	.....	.....	.....	.....	.....	.....	.....
Little Giant	75	.....	.....	.....	.....	.....	.....	.....
Lone Star	112	1	.....	.....	.....	.....	.....	.....
Lorraine .....	.....	.....	.....	100	100	110	10	.....
Louisville and Nashville.	70	70	.....	.....	.....	.....	.....	.....
Ludlow	14	5	9	9	.....	.....	.....	.....
M. C. B .....	.....	17,591	40,078	40,814	18,426	8,813	10,756	2,677
McCree .....	.....	.....	164	310	310	313	313	290
McDonough	1	11	.....	.....	.....	.....	.....	.....
McKeen .....	.....	3	3	43	43	97	194	1,535
Marks	304	798	1,559	2,245	3,180	2,097	1,963	4,162
Mather	1,422	1,570	1,500	1,400	1,400	740	.....	.....
Miller	17,825	17,123	17,770	17,837	19,525	21,354	19,879	18,941
Miller-Bales .....	.....	.....	.....	.....	1	.....	.....	.....
Miller-Buhoup	43	84	69	.....	.....	.....	.....	.....
Mills .....	.....	.....	.....	.....	550	550	1,037	550
Missouri Pacific	5,290	1,036	.....	.....	.....	.....	.....	.....
Munton	3	.....	.....	.....	.....	.....	.....	.....
National	136	9	.....	.....	.....	.....	.....	.....
National-Miller	88	.....	.....	.....	.....	.....	.....	.....
New York	5	.....	.....	.....	.....	.....	.....	.....
New York, New Ha- ven and Hartford.	150	100	.....	.....	.....	.....	.....	.....
Norton	22	.....	.....	.....	.....	.....	.....	.....
Paragon	1	.....	2	2	.....	.....	.....	.....
Park	5	.....	.....	.....	.....	.....	.....	.....
Perfection	9	9	.....	.....	.....	.....	.....	.....
Perry .....	.....	.....	.....	.....	.....	140	9	440
Phillips .....	.....	.....	.....	.....	.....	19	22	26
Pike	4	4	.....	.....	.....	.....	.....	.....
Pooley	3,130	2,505	1,876	222	50	.....	.....	.....
Potter .....	.....	.....	1	.....	.....	.....	.....	.....
Reed .....	.....	3	.....	.....	.....	.....	.....	.....
Richardson	2	20	20	20	20	20	.....	.....
Roberts .....	.....	.....	.....	27	.....	.....	.....	.....
Ruby	1	.....	.....	.....	.....	.....	.....	.....
Runkle .....	.....	.....	.....	.....	.....	.....	.....	2
Safety	175	.....	.....	.....	.....	.....	.....	.....
Safford	5,726	8,642	9,798	12,664	8,215	2,962	1,981	1,729
St. Louis	1,502	786	699	875	100	.....	.....	.....
Sams	198	69	.....	.....	.....	.....	.....	.....
Schroyer .....	.....	.....	.....	.....	.....	18	18	12
Shickle, Harrison & Howard.	1,210	57	.....	.....	.....	.....	.....	.....

COMPARATIVE SUMMARY OF EQUIPMENT FITTED WITH AUTOMATIC COUPLER, SHOWING KIND OF COUPLER USED, FOR THE YEARS ENDING JUNE 30, 1896, 1895, 1894, 1893, 1892, 1891, 1890, and 1889—Continued.

Name of coupler.	Number of equipment.							
	1896.	1895.	1894.	1893.	1892.	1891.	1890.	1889.
Skinner.....			12	18	13	17	10	12
Sloan-Miller.....	2	2	2					
Smillie.....	6,375	7,606	7,358	5,268	7,846	6,893	5,440	9,413
Smith.....	54	61	60	60				404
Stalder.....	10							
Standard.....	14,087	5,947	3,234	1,736	924	1,006	356	
Stigler & Strosler....	34	34	3	34				
Stone & Skinner.....	2	8	8					
Sweet.....								3
Taylor.....	2	2						
Thomas.....	1	1	1	1	1			
Thurmond.....	7,762	5,529	3,821	3,432	2,793	5,006	3,041	177
Timms.....				440		1,207	750	6
Tower.....	11,349	2,873	45					
Townsend.....	7		2					
Trojan.....	27,519	17,646	12,793	7,964	3,575	276		
Tungate.....				23	23			
Union.....	1		147		160	160		
United States.....	6	128	2	2	118	235	418	425
Van Dorston.....	3,786	7,703	12,572	14,210	13,926	8,227	2	
Washburn.....	5							
Wells.....	1							
Whipple.....	2							
Whittemore.....	84			84	84	84	84	85
Wilkins.....	29	29	29	27	28	28		
Williams.....	4,930	2,231	2,155	1,810	1,023	102		
Wilmington.....	27	1						
Wilson.....								3
Wilson-Blocker.....							51	52
Woodman.....	1	1	4	4	5			
Unclassified.....	181	143	166	6,074	8,257	5,871	3,537	1,008
Total.....	545,583	408,856	357,621	322,238	244,334	169,035	115,319	80,510

CLASSIFICATION OF CARS IN PASSENGER SERVICE FITTED WITH TRAIN BRAKE, BY GROUPS.

Class.	Group.										United States.
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	
First-class passenger.....	2,652	5,331	1,987	431	1,061	2,288	365	850	274	704	15,943
Second-class passenger.....	121	549	688	226	315	781	34	232	188	178	3,312
Combination passenger.....	620	1,161	363	178	235	461	121	311	73	165	3,688
Emigrant.....	6	111	24	5	3	27	43	20	8	75	322
Dining.....	8	43	54	6	6	82	16	18	12	18	263
Parlor.....	110	44	93	7	30	130	21	117	8	17	577
Sleeping.....	41	20	10	6	27	160	74	125	26	113	602
Baggage, express, and postal..	704	1,870	1,141	297	684	1,380	216	498	235	340	7,365
Other cars in passenger service.	9	86	34	6	30	101	3	32	4	36	341
Total.....	4,271	9,215	4,394	1,162	2,391	5,410	893	2,203	828	1,646	32,413

34 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

CLASSIFICATION OF CARS IN FREIGHT SERVICE FITTED WITH TRAIN BRAKE, BY GROUPS.

Class.	Group.										United States.
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	
Box.....	9,960	52,494	29,034	7,706	7,147	55,220	12,266	23,367	5,863	14,016	217,073
Flat	3,333	1,464	2,163	556	518	6,099	1,671	3,251	3,341	4,857	27,253
Stock	761	2,610	2,739	302	193	8,002	2,143	5,674	116	1,213	23,753
Coal	2,571	28,719	16,953	3,216	2,690	10,034	2,969	11,547	1,107	4,413	84,219
Tank	6	.....	1	.....	.....	3	2	43	27	56	138
Refrigerator	129	1,855	1,153	138	709	2,492	788	1,629	120	96	9,109
Other cars in freight service.	3	571	602	.....	1	12,283	2,114	1,088	26	825	17,513
Total	16,763	87,713	52,645	11,918	11,258	94,133	21,953	46,599	10,600	25,476	379,058

CLASSIFICATION OF CARS IN COMPANY'S SERVICE, CARS LEASED, AND CARS IN FAST FREIGHT LINE SERVICE, FITTED WITH TRAIN BRAKE, BY GROUPS.

Class.	Group.										United States.
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	
Officers' and pay.....	23	71	81	35	63	90	20	65	26	31	505
Gravel.....	30	810	100	2	.....	407	91	106	1	79	1,626
Derrick.....	41	76	34	16	9	30	11	11	4	22	254
Caboose	156	89	11	7	12	376	166	527	177	245	1,766
Other road cars in company's service.	67	444	71	28	19	331	55	336	39	310	1,700
Total	317	1,490	297	88	103	1,234	343	1,045	247	687	5,851
Cars leased.....	25	19,088	7,688	1,936	1,760	4,977	3,713	2,834	628	1,230	43,879
Fast freight line service.....	325	10,859	8,538	137	.....	102	.....	.....	.....	.....	19,961

CLASSIFICATION OF CARS IN PASSENGER SERVICE FITTED WITH AUTOMATIC COUPLER, BY GROUPS.

Class.	Group.										United States.
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	
First-class passenger.....	2,617	5,287	1,964	425	1,034	2,283	362	812	275	679	15,738
Second-class passenger.....	122	540	676	219	291	765	34	217	181	167	3,212
Combination passenger.....	603	1,146	351	169	223	436	112	279	68	134	3,521
Emigrant	6	111	24	5	4	27	43	20	8	75	323
Dining	8	43	54	6	6	82	16	18	12	18	263
Parlor.....	110	44	93	7	30	130	21	117	8	17	577
Sleeping	41	20	10	6	27	160	74	125	26	113	602
Baggage, express, and postal.	701	1,864	1,131	294	665	1,354	215	481	233	328	7,266
Other cars in passenger service	7	86	34	6	30	95	3	32	4	47	344
Total.....	4,215	9,141	4,337	1,137	2,310	5,332	880	2,101	815	1,578	31,846

CLASSIFICATION OF CARS IN FREIGHT SERVICE FITTED WITH AUTOMATIC COUPLER,
BY GROUPS.

Class.	Group.										United States.
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	
Box.....	17,318	77,515	44,719	10,452	11,892	67,393	8,747	12,759	2,384	6,373	259,552
Flat	5,544	9,390	5,877	1,974	2,681	7,992	932	1,417	531	1,156	37,494
Stock	820	3,399	4,024	345	251	7,725	1,655	3,027	136	762	22,144
Coal	5,937	88,424	30,884	5,556	5,642	11,096	2,040	4,191	411	794	154,975
Tank	1	34	31	.....	.....	.....	.....	.....	22	27	115
Refrigerator.....	125	1,926	1,351	138	553	2,487	710	1,067	65	70	8,492
Other cars in freight service.	34	3,618	1,173	.....	153	10,352	1,447	482	10	192	17,461
Total	29,779	184,306	88,059	18,465	21,172	107,045	15,531	22,943	3,559	9,374	500,233

CLASSIFICATION OF CARS IN COMPANY'S SERVICE, CARS LEASED, AND CARS IN
FAST FREIGHT LINE SERVICE, FITTED WITH AUTOMATIC COUPLER, BY GROUPS.

Class.	Group.										United States.
	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	
Officers' and pay.....	23	70	81	36	61	90	20	61	26	29	497
Gravel	60	227	263	64	.....	453	52	209	.....	33	1,361
Derrick	18	31	21	17	6	4	1	7	.....	1	106
Caboose	437	828	307	170	49	294	58	97	13	5	2,258
Other road cars in company's service.	117	247	129	8	8	72	3	32	7	24	647
Total.....	655	1,403	801	295	124	913	134	406	46	92	4,869
Cars leased.....	620	42,741	9,621	2,786	2,747	2,931	1,679	2,760	172	212	66,269
Fast freight line service.....	420	13,817	10,660	30	.....	247	.....	.....	.....	.....	25,174

MEN EMPLOYED ON RAILWAYS.

1. Summary of Employees, by Classes.
2. Classification of Employees, by Groups.
3. Distribution of Employees, by Class of Work.
4. Average Daily Compensation of Railway Employees.
5. Total Amount of Compensation Paid Railway Employees.

The first of the summaries in this series presents a classified statement of railway employees for the years 1890 to 1896, inclusive, as, also, an assignment of each class to 100 miles of line.

36 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

COMPARATIVE SUMMARY OF EMPLOYEES, BY CLASS AND PER 100 MILES OF LINE,
FOR THE YEARS ENDING JUNE 30, 1896, 1895, 1894, 1893, 1892, 1891, AND 1890.

Class.	1896.		1895.		1894.		1893.	
	Num- ber.	Per 100 miles of line.	Num- ber.	Per 100 miles of line.	Num- ber.	Per 100 miles of line.	Num- ber.	Per 100 miles of line.
General officers	5,372	3	5,407	3	5,257	3	6,610	4
Other officers	2,718	1	2,534	1	1,778	1	.....	.....
General office clerks	26,328	14	26,583	15	24,779	14	27,584	16
Station agents	29,723	16	29,014	16	28,199	16	28,019	17
Other station men	75,919	42	73,569	41	71,150	41	75,181	44
Enginemen	35,851	20	34,718	20	35,466	20	38,781	23
Firemen	36,762	20	35,516	20	36,327	21	40,359	24
Conductors	25,457	14	24,776	14	24,823	14	27,537	16
Other trainmen	64,806	36	62,721	35	63,417	36	72,959	43
Machinists	29,272	16	27,740	16	29,245	17	30,869	18
Carpenters	38,846	21	35,564	20	36,328	21	41,878	25
Other shopmen	95,613	53	88,661	50	84,359	48	93,709	55
Section foremen	30,372	17	29,809	17	29,660	17	29,699	18
Other trackmen	169,664	93	155,146	87	150,711	85	180,154	106
Switchmen, flagmen, and watchmen	44,266	24	43,158	24	43,219	25	46,048	27
Telegraph operators and dispatchers	21,682	12	20,984	12	22,145	13	22,619	13
Employees—account floating equipment...	5,502	3	5,779	3	7,469	4	6,146	4
All other employees and laborers	88,467	49	83,355	47	85,276	48	105,450	62
Total	826,620	454	785,034	441	779,608	444	873,602	515

Class.	1892.		1891.		1890.	
	Number.	Per 100 miles of line.	Number.	Per 100 miles of line.	Number.	Per 100 miles of line.
General officers	6,104	4	5,271	3	5,160	3
Other officers .....	.....	.....	.....	.....	.....	.....
General office clerks	25,469	16	23,879	15	22,239	14
Station agents	26,829	16	26,192	16	25,665	16
Other station men	69,511	43	67,812	42	66,431	43
Enginemen	36,739	23	34,801	22	33,354	21
Firemen	37,747	23	36,277	22	34,634	22
Conductors	26,042	16	24,523	15	23,513	15
Other trainmen	68,732	42	64,537	40	61,734	40
Machinists	28,783	18	27,388	17	27,601	18
Carpenters	40,080	25	37,718	23	37,936	24
Other shopmen	87,615	54	83,865	52	80,733	52
Section foremen	28,753	18	27,890	17	27,129	17
Other trackmen	171,810	106	163,913	102	157,036	101
Switchmen, flagmen, and watchmen	42,892	26	40,457	25	37,669	24
Telegraph operators and dispatchers	20,970	13	20,308	13	18,968	12
Employees—account floating equipment...	5,332	3	5,911	4	6,199	4
All other employees and laborers	98,007	60	93,543	58	83,300	53
Total	821,415	506	784,285	486	749,301	479

The chief significance of this summary pertains to the comparison which it presents of the number of railway employees for the years 1893 to 1896, inclusive. The pay rolls of railways on June 30, 1893, showed

a larger number of men in the railway service than on any previous or subsequent year. While the years 1894 and 1895 show a falling off in the number of railway employees, the year covered by this report shows, as compared with these years, an increase in railway employment, both absolutely and when assigned to the length of operated mileage.

The number of men employed on the railways of the United States on June 30, 1896, was 826,620, which, assigned to a mileage basis, shows 454 men per 100 miles of line. The corresponding figures for 1893 were 873,602, and 515 per 100 miles of line.

The next summary presents a classified statement of railway employees, by groups, together with a comparative statement of the aggregate of employees for the years 1890 to 1896, inclusive.

CLASSIFICATION OF EMPLOYEES, BY GROUPS AND PER 100 MILES OF LINE.

Class.	Group I.		Group II.		Group III.		Group IV.		Group V.	
	Num. ber.	Per 100 miles of line.	Num. ber.	Per 100 miles of line.	Num. ber.	Per 100 miles of line.	Num. ber.	Per 100 miles of line.	Num. ber.	Per 100 miles of line.
General officers.....	362	5	1,406	7	755	3	375	3	419	2
Other officers	235	3	519	2	490	2	157	1	337	2
General office clerks	1,751	23	6,092	30	4,166	18	1,300	12	2,249	11
Station agents	2,206	29	6,150	30	4,808	21	1,800	16	3,038	15
Other station men	10,991	142	20,458	100	12,086	52	3,305	30	5,365	27
Enginemen	2,790	36	9,225	45	6,159	27	1,675	15	2,543	13
Firemen	2,822	36	9,501	46	6,299	27	1,737	16	2,587	13
Conductors	2,167	28	6,877	34	4,284	18	1,203	11	1,645	8
Other trainmen.....	6,370	83	21,811	106	9,851	42	3,265	30	4,022	20
Machinists	1,657	22	9,944	49	4,223	18	1,009	9	2,034	10
Carpenters	3,080	40	11,205	55	5,801	25	1,603	15	3,242	16
Other shopmen	4,022	52	25,138	123	15,047	65	4,564	42	8,959	44
Section foremen	1,957	25	4,524	22	4,659	20	1,489	14	2,736	14
Other trackmen.....	11,788	152	34,286	167	20,432	88	9,283	85	18,795	93
Switchmen, flagmen, and watchmen.	4,296	56	13,401	65	9,265	40	1,339	12	2,494	12
Telegraph operators and dispatchers.	1,051	14	6,131	30	4,162	18	1,157	11	1,509	7
Employees—account float- ing equipment.	311	4	2,819	14	348	2	183	2	391	2
All other employees and laborers.	6,332	82	25,245	123	15,323	66	4,420	40	5,175	26
Total—1896	64,188	832	214,732	1,048	128,158	552	39,864	364	67,540	335
Total—1895	60,593	792	212,684	1,044	121,939	532	36,897	346	65,091	344
Total—1894	58,272	791	208,910	1,047	117,233	518	39,107	360	58,182	316
Total—1893	65,521	883	224,360	1,164	137,913	634	42,805	405	66,419	391
Total—1892	60,909	825	217,436	1,163	136,030	620	41,497	408	53,554	380
Total—1891	54,144	809	210,286	1,141	125,679	600	39,149	397	58,116	345
Total—1890	53,137	716	201,126	1,167	120,365	576	32,830	379	61,224	386
Increase, 1896 over 1895.	3,595	40	2,048	4	6,219	20	2,967	18	2,449	¹ 9
Percentage of increase.	5.93	5.05	.96	.38	5.10	3.76	8.04	5.20	3.76	¹ 2.62

¹ Decrease.

38 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

CLASSIFICATION OF EMPLOYEES, BY GROUPS AND PER 100 MILES OF LINE—Contd.

Class.	Group VI.		Group VII.		Group VIII.		Group IX.		Group X.	
	Num-ber.	Per 100 miles of line.	Num-ber.	Per 100 miles of line.	Num-ber.	Per 100 miles of line.	Num-ber.	Per 100 miles of line.	Num-ber.	Per 100 miles of line.
General officers.....	896	2	137	1	428	2	313	3	281	2
Other officers	428	1	57	1	210	1	180	2	105	1
General office clerks.....	5,081	12	775	7	2,413	11	1,282	12	1,219	9
Station agents.....	6,128	15	853	8	2,504	11	1,066	10	1,170	9
Other station men.....	14,071	34	1,159	11	4,068	18	2,327	22	2,089	15
Enginemen.....	6,883	16	1,085	10	2,689	12	1,398	13	1,404	10
Firemen.....	7,104	17	1,094	10	2,762	12	1,434	13	1,422	10
Conductors.....	4,846	12	668	6	1,984	9	936	9	847	6
Other trainmen.....	10,221	24	1,311	13	4,123	18	2,084	19	1,748	13
Machinists.....	5,923	14	694	7	1,843	8	981	9	964	7
Carpenters.....	7,092	17	1,063	10	2,407	11	1,769	16	1,584	12
Other shopmen.....	18,960	45	3,501	33	7,097	31	3,561	33	4,764	35
Section foremen.....	7,101	17	1,543	15	3,278	15	1,519	14	1,566	11
Other trackmen.....	34,312	82	6,829	65	15,445	69	9,201	85	9,293	67
Switchmen, flagmen, and watchmen.	7,914	19	814	8	2,658	12	1,215	11	870	6
Telegraph operators and dispatchers.	4,018	10	690	7	1,541	7	789	7	634	5
Employees—account float- ing equipment.	149	(¹)	8	(¹)	90	(¹)	345	3	858	6
All other employees and laborers.	15,680	38	2,336	22	7,147	32	3,527	32	3,282	24
Total—1896.....	156,807	375	24,617	234	62,687	279	33,927	313	34,100	248
Total—1895.....	138,946	335	22,725	218	60,826	279	33,063	313	32,270	250
Total—1894.....	144,168	351	23,878	231	63,525	289	31,258	299	35,075	277
Total—1893.....	170,336	426	26,567	255	71,287	336	35,727	350	32,667	273
Total—1892.....	155,326	401	24,377	253	70,853	337	28,585	313	32,848	282
Total—1891.....	138,960	366	29,581	315	68,955	340	31,606	333	27,809	242
Total—1890.....	137,134	359	28,962	328	64,881	307	24,244	303	25,398	250
Increase, 1896 over 1895.	17,861	40	1,892	16	1,861	.....	864	.....	1,830	² 2
Percentage of increase.	12.85	11.94	8.32	7.34	3.06	.....	2.61	.....	5.67	² .99

¹ Less than 1.

² Decrease.

The largest increase in railway employees during the year covered by this report, whether measured by the aggregate increase in the pay roll, or on the basis of the percentage increase, is in Group VI, which includes the States of Wisconsin, Minnesota, Iowa, Illinois, the northern peninsular of Michigan, and that portion of North Dakota, South Dakota and Missouri lying east of the Missouri River. The aggregate number of employees for this Group was 156,807, which shows an increase as compared with the previous year of 40 employees per 100 miles of line. The only other Groups which approach this rate of increase are Group IV and Group VII. The railway employees in these Groups are, respectively, 8.04 and 8.32 per cent greater for the year covered by the report than for the preceding year.

The greatest divergence is observed to exist in the density of employees for the several groups. Group II, which includes the States of New York, Pennsylvania, Delaware, New Jersey, and Maryland, shows 1,048 employees per 100 miles of line, while Group VII, which centers about the State of Kansas, shows 234 employees per 100 miles of line. It is possible that no series of facts presents so clearly the great divergence of conditions under which railways are operated in the various parts of the United States as the facts presented in the above summary.

The next summary presents a classified statement of employees corresponding to the four main divisions of the authorized classification of operating expenses; that is to say, it shows the number of employees assigned to General administration, to Maintenance of way and structures, to Maintenance of equipment, and to Conducting transportation. It is not necessary to comment upon the changes in the ratio of employees between these operating divisions, since the conclusions to which such comments would point are more clearly presented in connection with the corresponding classification of operating expenses.

DISTRIBUTION OF EMPLOYEES FOR THE YEAR ENDING JUNE 30, 1896, BY GROUPS.

Territory covered.	General ad- ministration.		Maintenance of way and structures.		Maintenance of equipment.		Conducting transporta- tion.		Unclassified.	
	Num- ber.	Per 100 miles of line.	Num- ber.	Per 100 miles of line.	Num- ber.	Per 100 miles of line.	Num- ber.	Per 100 miles of line.	Num- ber.	Per 100 miles of line.
Group I	1,932	25	16,627	216	9,408	122	36,210	469	11	(¹)
Group II	7,736	38	48,039	235	50,915	249	106,770	521	1,272	6
Group III	4,086	18	33,258	143	28,936	125	60,880	262	1,003	4
Group IV	1,745	16	12,309	112	7,615	70	18,089	165	106	1
Group V	2,726	14	23,663	117	13,991	69	26,070	129	1,090	5
Group VI	6,237	15	50,945	122	28,525	68	66,363	159	4,737	11
Group VII	902	9	9,488	90	4,935	47	8,739	83	553	5
Group VIII	3,127	14	22,618	101	11,190	50	25,513	113	239	1
Group IX	1,756	16	12,729	118	5,722	53	13,491	125	229	2
Group X	1,545	11	13,951	101	6,613	48	11,622	84	369	3
United States, 1896	31,792	18	243,627	134	167,850	92	373,747	205	9,609	5
United States, 1895	32,525	18	226,839	128	155,630	88	362,419	204	7,621	4
United States, 1894	31,749	18	215,371	123	151,974	86	365,892	208	14,622	8
United States, 1893	35,384	21	256,212	151	175,464	103	397,915	234	8,627	5
United States, 1892	33,216	21	249,638	154	165,325	102	372,472	229	764	(¹)
United States, 1891	28,369	18	215,863	134	141,170	87	319,812	198	79,071	49
United States, 1890	24,648	16	195,367	125	123,403	79	280,301	179	125,582	80

¹ Less than 1.

The summary now introduced is devoted to a statement of the average daily compensation of railway employees, by classes. The averages which it presents pertain to the years 1892 to 1896, inclusive.

40 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

COMPARATIVE SUMMARY OF AVERAGE DAILY COMPENSATION OF RAILWAY EMPLOYEES FOR THE YEARS ENDING JUNE 30, 1896, 1895, 1894, 1893, AND 1892, BY GROUPS.

Class.	Average daily compensation in dollars.														
	United States.					Group I.					Group II.				
	1896.	1895.	1894.	1893.	1892.	1896.	1895.	1894.	1893.	1892.	1896.	1895.	1894.	1893.	1892.
General officers	9.19	9.01	9.71	7.84	7.62	8.99	8.52	7.89	8.27	7.81	9.71	9.88	10.20	8.58	8.69
Other officers	5.96	5.85	5.75	.....	.....	5.83	5.82	6.56	.....	.....	6.02	5.98	5.76	.....	.....
General office clerks.	2.21	2.19	2.34	2.23	2.20	2.15	2.12	2.11	2.14	2.17	2.32	2.34	2.30	2.40	2.44
Station agents	1.73	1.74	1.75	1.83	1.81	1.81	1.83	1.86	1.90	1.95	1.66	1.69	1.71	1.75	1.69
Other station men...	1.62	1.62	1.63	1.65	1.68	1.75	1.72	1.72	1.68	1.73	1.64	1.64	1.63	1.68	1.69
Enginemen	3.65	3.65	3.61	3.66	3.68	3.39	3.40	3.38	3.44	3.40	3.57	3.55	3.49	3.55	3.42
Firemen	2.06	2.05	2.03	2.04	2.07	1.92	1.91	1.89	1.91	1.95	2.02	2.01	1.95	2.00	1.96
Conductors	3.05	3.04	3.04	3.08	3.07	2.85	2.83	2.82	2.76	2.85	2.90	2.86	2.87	2.91	2.85
Other trainmen	1.90	1.90	1.89	1.91	1.89	1.86	1.85	1.85	1.80	1.86	1.86	1.84	1.84	1.88	1.82
Machinists	2.26	2.22	2.21	2.33	2.29	2.17	2.15	2.11	2.18	2.26	2.20	2.11	2.05	2.24	2.20
Carpenters	2.03	2.03	2.02	2.11	2.08	1.99	1.95	1.91	1.98	2.03	1.99	2.00	1.96	2.04	1.97
Other shopmen	1.69	1.70	1.69	1.75	1.71	1.79	1.77	1.80	1.73	1.85	1.59	1.57	1.57	1.69	1.56
Section foremen	1.70	1.70	1.71	1.75	1.76	1.99	1.93	2.00	2.00	2.06	1.71	1.71	1.73	1.77	1.83
Other trackmen	1.17	1.17	1.18	1.22	1.22	1.38	1.39	1.41	1.40	1.42	1.18	1.17	1.16	1.21	1.18
Switchmen, flagmen, and watchmen.	1.74	1.75	1.75	1.80	1.78	1.49	1.44	1.45	1.49	1.51	1.54	1.54	1.54	1.58	1.52
Telegraph operators and dispatchers.	1.93	1.98	1.93	1.97	1.93	1.79	1.76	1.79	1.78	1.82	1.88	1.90	1.87	1.89	1.93
Employees—account floating equipment	1.94	1.91	1.97	1.96	2.07	1.75	1.73	1.75	1.82	1.97	2.02	1.99	2.02	2.11	2.05
All other employees and laborers.	1.65	1.65	1.65	1.70	1.67	1.63	1.59	1.63	1.60	1.59	1.50	1.51	1.51	1.58	1.54

Class.	Average daily compensation in dollars.														
	Group III.					Group IV.					Group V.				
	1896.	1895.	1894.	1893.	1892.	1896.	1895.	1894.	1893.	1892.	1896.	1895.	1894.	1893.	1892.
General officers	9.61	9.30	9.16	7.78	8.15	7.33	8.02	11.11	9.52	8.26	7.70	6.64	8.14	6.73	5.96
Other officers	6.31	6.22	5.42	.....	.....	4.39	4.53	4.47	.....	.....	4.76	4.66	4.41	.....	.....
General office clerks.	2.25	2.23	2.30	2.12	2.08	1.59	1.67	2.25	1.98	1.91	1.96	1.73	2.26	2.02	1.85
Station agents	1.67	1.71	1.67	1.69	1.69	1.39	1.40	1.44	1.51	1.48	1.42	1.42	1.50	1.64	1.73
Other station men...	1.56	1.59	1.56	1.59	1.66	1.22	1.15	1.21	1.15	1.16	1.41	1.41	1.46	1.46	1.51
Enginemen	3.50	3.49	3.47	3.50	3.57	3.56	3.55	3.45	3.71	3.47	3.69	3.63	3.59	3.87	4.46
Firemen	1.96	1.95	1.94	1.94	1.98	1.61	1.63	1.54	1.61	1.51	1.86	1.78	1.77	1.86	2.17
Conductors	3.01	3.01	2.97	3.01	3.01	2.62	2.63	2.55	2.73	2.75	3.04	3.01	2.96	3.25	3.58
Other trainmen	1.96	1.96	1.92	1.97	1.93	1.35	1.36	1.28	1.36	1.34	1.66	1.68	1.67	1.73	1.98
Machinists	2.14	2.09	2.13	2.23	2.18	2.18	2.19	2.14	2.23	2.23	2.24	2.23	2.16	2.38	2.36
Carpenters	1.89	1.88	1.89	1.99	1.96	1.69	1.64	1.64	1.78	1.85	1.84	1.81	1.80	2.02	1.98
Other shopmen	1.66	1.66	1.65	1.62	1.63	1.35	1.43	1.39	1.44	1.44	1.44	1.47	1.44	1.50	1.48
Section foremen	1.60	1.62	1.58	1.61	1.63	1.38	1.42	1.44	1.49	1.47	1.53	1.55	1.59	1.67	1.72
Other trackmen	1.16	1.19	1.17	1.25	1.24	.89	.82	.82	.86	.84	.88	.87	.90	.97	.96
Switchmen, flagmen, and watchmen.	1.73	1.80	1.80	1.81	1.80	1.21	1.13	1.12	1.09	1.11	1.70	1.72	1.67	1.89	1.87
Telegraph operators and dispatchers.	1.79	1.78	1.76	1.80	1.74	1.64	1.67	1.71	1.74	1.66	1.71	1.84	1.76	1.93	1.93
Employees—account floating equipment.	1.53	1.46	1.47	1.52	1.59	1.58	1.46	1.59	1.47	1.56	1.10	1.06	1.19	.87	1.03
All other employees and laborers.	1.55	1.51	1.55	1.53	1.57	1.35	1.32	1.29	1.37	1.22	1.56	1.55	1.64	1.70	1.85

COMPARATIVE SUMMARY OF AVERAGE DAILY COMPENSATION OF RAILWAY EMPLOYEES FOR THE YEARS ENDING JUNE 30, 1896, 1895, 1894, 1893, AND 1892, BY GROUPS—Continued.

Class.	Average daily compensation in dollars.														
	Group VI.					Group VII.					Group VIII.				
	1896.	1895.	1894.	1893.	1892.	1896.	1895.	1894.	1893.	1892.	1896.	1895.	1894.	1893.	1892.
General officers.....	10.15	10.36	11.19	9.38	9.78	9.65	7.91	7.21	5.07	3.15	9.51	8.91	10.56	5.27	4.93
Other officers.....	7.01	6.94	6.78	.....	.....	7.58	6.77	5.00	.....	.....	5.84	5.73	5.64	.....	.....
General office clerks.	2.16	2.23	2.25	2.04	2.07	2.22	2.11	2.60	2.48	2.21	2.18	2.19	2.34	2.27	2.19
Station agents.....	1.78	1.76	1.76	1.86	1.85	1.98	2.01	1.99	2.06	1.92	1.77	1.78	1.80	1.90	1.77
Other station men...	1.57	1.59	1.61	1.65	1.67	1.86	1.94	1.93	1.98	1.84	1.66	1.67	1.65	1.73	1.66
Enginemen.....	3.65	3.65	3.59	3.57	3.60	3.79	3.86	3.79	3.83	4.00	3.99	4.05	4.10	3.99	4.09
Firemen.....	2.12	2.12	2.11	2.13	2.14	2.26	2.26	2.25	2.19	2.30	2.39	2.42	2.46	2.37	2.40
Conductors	3.22	3.18	3.21	3.18	3.14	3.31	3.29	3.39	3.49	3.09	3.25	3.30	3.36	3.33	3.36
Other trainmen.....	1.93	1.94	1.95	1.97	1.92	2.11	2.11	2.13	2.22	1.98	2.10	2.08	2.10	2.13	2.14
Machinists	2.14	2.12	2.13	2.22	2.27	2.88	2.90	2.90	3.08	2.48	2.50	2.38	2.53	2.52	2.22
Carpenters	2.01	2.00	2.03	2.09	2.07	2.36	2.42	2.33	2.60	2.24	2.32	2.30	2.29	2.33	2.32
Other shopmen.....	1.73	1.73	1.67	1.72	1.42	1.99	2.03	2.00	2.06	1.80	1.91	1.89	1.89	1.84	1.97
Section foremen.....	1.65	1.65	1.66	1.66	1.65	1.72	1.72	1.74	1.82	1.73	1.67	1.67	1.67	1.74	1.73
Other trackmen.....	1.20	1.21	1.23	1.26	1.26	1.37	1.40	1.35	1.44	1.34	1.22	1.22	1.22	1.27	1.26
Switchmen, flagmen, and watchmen.	1.97	1.97	1.96	2.07	2.04	2.31	2.37	2.32	2.35	2.22	2.29	2.27	2.26	2.30	2.36
Telegraph operators and dispatchers.	2.01	2.17	1.93	1.97	1.94	2.20	2.26	2.19	2.33	2.03	2.25	2.29	2.35	2.30	2.13
Employees—account floating equipment.	1.76	1.81	1.47	1.93	1.93	2.28	2.35	2.21	2.04	2.09	2.15	2.11	2.28	2.21	2.25
All other employees and laborers.	1.82	1.81	1.79	1.82	1.81	2.12	2.10	2.10	2.21	1.88	1.85	1.86	1.87	1.93	1.90

Class.	Average daily compensation in dollars.									
	Group IX.					Group X.				
	1896.	1895.	1894.	1893.	1892.	1896.	1895.	1894.	1893.	1892.
General officers.....	6.72	6.87	7.45	7.73	7.47	9.85	10.31	11.09	7.93	7.35
Other officers	5.04	5.07	5.82	.....	.....	7.06	7.27	7.05	.....	.....
General office clerks.....	2.38	2.40	2.53	2.53	2.48	2.82	2.83	3.49	2.93	2.79
Station agents.....	2.33	2.37	2.36	2.52	2.41	2.41	2.37	2.40	2.49	2.54
Other station men.....	1.71	1.69	1.79	1.82	1.90	2.24	2.31	2.36	2.33	2.36
Enginemen	4.01	3.90	3.94	3.91	3.86	4.36	4.43	4.42	4.52	4.66
Firemen	2.31	2.24	2.24	2.20	2.25	2.45	2.45	2.52	2.53	2.61
Conductors	3.37	3.41	3.48	3.49	3.37	3.65	3.64	3.62	3.87	3.81
Other trainmen.....	2.05	2.11	2.16	2.14	2.17	2.65	2.64	2.64	2.73	2.58
Machinists	2.80	2.80	2.88	2.62	2.75	3.02	3.11	3.13	3.17	3.15
Carpenters	2.29	2.26	2.31	2.28	2.39	2.81	2.97	2.89	2.96	2.86
Other shopmen	1.79	1.83	1.87	1.84	1.87	2.35	2.33	2.45	2.49	2.44
Section foremen	1.87	1.87	1.89	1.91	1.87	2.24	2.26	2.29	2.46	2.41
Other trackmen	1.17	1.16	1.17	1.18	1.29	1.39	1.47	1.55	1.55	1.56
Switchmen, flagmen, and watch- men.	2.29	2.32	2.27	2.29	2.33	2.50	2.52	2.72	2.77	2.65
Telegraph operators and dispatch- ers.	2.29	2.34	2.35	2.35	2.15	2.72	2.71	2.87	3.04	2.97
Employees—account floating equipment.	1.74	1.77	1.72	1.67	2.12	2.35	2.38	2.51	2.64	2.82
All other employees and laborers..	1.70	1.79	1.70	1.72	1.73	2.28	2.50	2.53	2.81	2.73

The public interest in the above statement, as indicated by the comments passed upon corresponding statements of previous reports, and by the use which has been made of these tables, calls for a brief explanation of the manner of arriving at the averages presented. It would be obviously incorrect to accept the number of men in the employ of the railways on June 30 as the basis for arriving at the rate of average daily compensation, inasmuch as this number might be greater or it might be less than the average number of employees throughout the year. To avoid this error, the aggregate number of days' work in each class is made the basis of the computation; for it is evident that, the aggregate number of days worked during the year being known, as also the aggregate amount paid for such work, the true average of daily compensation is arrived at by dividing the one by the other. Nothing is more difficult to obtain than a correct average of daily wages; but if an exception be made in case of the daily wages of general officers, which presents difficulties peculiar to itself, the facts presented in the above summary are worthy of confidence.

A comparison of the average rate of compensation in the several groups suggests many interesting facts. Notice, for example, the great variation in the compensation of enginemen. In Groups I, II, and III, that is to say, the New England States and the States occupied by the trunk lines running from Chicago to the Seaboard, the compensation of engineers ranges from \$3.39 to \$3.57. In Groups VII, VIII, and X, on the other hand, which lie in the West, the average daily compensation paid to enginemen ranges from \$3.79 to \$4.36. In Groups IV and V, that is to say, the territory lying south of the Ohio River and east of the Mississippi River, the pay of enginemen is higher than in the New England States. The pay for trackmen and all other low grade of labor, on the other hand, is much lower than in the New England States. Many comparisons of this sort, which bear a deep sociological significance, may be drawn from the data presented in the above summary.

The next summary, which shows the amount of compensation paid the several classes of railway employees for the years ending June 30, 1895, and June 30, 1896, is presented in this report for the first time. It covers 99.50 per cent of the number of railway employees in 1895, and 99.68 per cent of the employees in 1896.

SUMMARY SHOWING AMOUNT OF COMPENSATION PAID RAILWAY EMPLOYEES FOR
THE YEARS ENDING JUNE 30, 1896 AND 1895, BY GROUPS.

(Covers 99.68 per cent of number of employees for 1896, and 99.50 per cent for 1895.)

Class.	Total yearly compensation.					
	United States.		Group I.		Group II.	
	1896.	1895.	1896.	1895.	1896.	1895.
General officers.....	\$12,497,957	\$12,234,686	\$763,096	\$755,958	\$2,672,606	\$2,601,266
Other officers.....	5,301,119	4,854,824	458,365	386,387	1,044,986	989,781
General office clerks.....	19,037,816	18,820,959	1,201,505	1,125,563	4,789,068	4,696,608
Station agents.....	17,050,117	16,681,380	1,366,925	1,350,716	3,382,772	3,334,485
Other station men.....	39,076,478	38,460,716	6,121,045	5,418,041	10,669,852	10,377,611
Enginemen.....	41,354,307	39,490,901	3,027,584	2,851,283	10,433,094	10,053,939
Firemen.....	23,724,854	22,571,130	1,733,057	1,613,855	6,094,990	5,897,620
Conductors.....	24,758,485	23,708,480	1,978,165	1,874,332	6,363,294	6,154,562
Other trainmen.....	38,379,035	36,504,135	3,700,063	3,399,712	12,694,127	12,102,134
Machinists.....	19,312,746	17,724,171	1,128,634	1,046,328	6,465,702	5,967,502
Carpenters.....	22,948,585	20,961,980	1,920,095	1,662,480	6,394,326	6,015,138
Other shopmen.....	48,497,887	44,738,582	2,228,407	1,945,150	11,869,140	10,652,998
Section foremen.....	17,097,832	16,735,703	1,260,634	1,147,367	2,536,778	2,498,199
Other trackmen.....	54,521,113	50,513,897	4,871,564	3,699,063	12,501,324	11,920,758
Switchmen, flagmen, and watchmen.	24,950,907	24,254,269	2,172,159	2,009,296	6,623,520	6,680,907
Telegraph operators and dispatchers.	13,695,587	13,615,311	607,656	581,351	3,661,722	3,657,111
Employees—account float- ing equipment.	3,221,290	3,260,020	186,977	191,847	1,740,062	1,743,780
All other employees and laborers.	43,398,416	40,377,117	3,097,090	3,034,669	11,099,696	11,499,435
Total.....	468,824,531	445,508,261	37,823,021	34,093,398	121,037,059	116,843,834

Class.	Total yearly compensation.					
	Group III.		Group IV.		Group V.	
	1896.	1895.	1896.	1895.	1896.	1895.
General officers.....	\$1,707,084	\$1,688,325	\$757,928	\$698,215	\$901,299	\$967,633
Other officers.....	953,167	789,082	226,372	256,978	521,786	543,089
General office clerks.....	2,785,492	2,629,176	695,610	780,778	1,435,413	1,610,716
Station agents.....	2,686,043	2,566,487	836,795	817,453	1,415,297	1,390,541
Other station men.....	6,181,699	6,559,123	1,259,877	1,073,808	2,504,071	2,585,531
Enginemen.....	6,966,020	6,423,834	1,769,983	1,692,028	2,929,431	2,846,506
Firemen.....	3,960,747	3,636,178	822,434	797,566	1,478,995	1,417,210
Conductors.....	4,238,223	3,932,695	985,528	919,238	1,576,730	1,492,811
Other trainmen.....	6,160,100	5,794,170	1,297,597	1,257,463	2,069,084	1,973,381
Machinists.....	2,684,494	2,263,508	665,080	595,910	1,313,863	1,233,104
Carpenters.....	3,281,966	2,905,359	792,955	667,581	1,783,102	1,715,106
Other shopmen.....	7,620,237	6,780,711	1,916,898	1,624,287	3,928,480	3,752,096
Section foremen.....	2,462,597	2,347,093	701,468	698,649	1,371,654	1,383,347
Other trackmen.....	6,874,876	6,717,542	2,370,245	1,973,542	4,517,683	4,168,389
Switchmen, flagmen, and watchmen.	5,396,714	4,915,958	555,702	535,647	1,365,812	1,368,540
Telegraph operators and dispatchers.	2,583,824	2,498,685	668,698	647,876	859,174	835,127
Employees—account float- ing equipment.	165,695	129,360	95,754	94,865	113,517	166,248
All other employees and laborers.	7,407,885	6,213,718	1,577,022	1,452,852	2,662,892	2,293,185
Total.....	74,116,863	68,791,004	17,995,946	16,584,736	32,748,283	31,742,560

44 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

SUMMARY SHOWING AMOUNT OF COMPENSATION PAID RAILWAY EMPLOYEES FOR THE YEARS ENDING JUNE 30, 1896 AND 1895, BY GROUPS—Continued.

(Covers 99.68 per cent of number of employees for 1896, and 99.50 per cent for 1895.)

Class.	Total yearly compensation.					
	Group VI.		Group VII.		Group VIII.	
	1896.	1895.	1896.	1895.	1896.	1895.
General officers.....	\$2, 645, 665	\$2, 562, 841	\$452, 516	\$409, 510	\$1, 279, 278	\$1, 147, 847
Other officers.....	956, 056	853, 790	148, 229	144, 954	415, 448	377, 993
General office clerks.....	3, 630, 942	3, 641, 167	569, 446	537, 894	1, 861, 914	1, 855, 668
Station agents.....	3, 548, 965	3, 552, 065	585, 169	572, 246	1, 497, 880	1, 418, 486
Other station men.....	6, 616, 100	6, 608, 944	694, 920	654, 008	2, 168, 141	2, 208, 902
Enginemen.....	8, 017, 526	7, 528, 394	1, 308, 948	1, 355, 080	3, 423, 499	3, 287, 789
Firemen.....	4, 791, 681	4, 456, 212	773, 455	790, 799	2, 066, 569	1, 976, 540
Conductors.....	4, 865, 236	4, 631, 830	711, 031	749, 419	2, 029, 607	1, 949, 209
Other trainmen.....	6, 197, 476	5, 799, 356	856, 645	887, 617	2, 655, 514	2, 529, 978
Machinists.....	3, 692, 463	3, 105, 430	478, 457	566, 919	1, 165, 533	1, 208, 874
Carpenters.....	4, 187, 263	3, 415, 646	635, 340	712, 174	1, 503, 926	1, 399, 253
Other shopmen.....	9, 927, 129	8, 845, 612	1, 920, 173	1, 633, 948	3, 706, 367	4, 320, 324
Section foreman.....	3, 798, 904	3, 783, 201	923, 251	907, 119	1, 925, 276	1, 860, 320
Other trackmen.....	10, 140, 461	8, 714, 373	2, 069, 980	1, 915, 460	4, 727, 706	4, 763, 645
Switchmen, flagmen, and watchmen.	4, 929, 771	4, 807, 834	609, 976	609, 431	1, 748, 258	1, 777, 613
Telegraph operators and dispatchers.	2, 548, 378	2, 661, 495	473, 109	493, 377	1, 142, 572	1, 071, 839
Employees—account floating equipment.	59, 828	40, 601	6, 326	4, 518	43, 866	50, 455
All other employees and laborers.	8, 093, 281	7, 313, 350	1, 460, 992	1, 455, 420	4, 024, 139	3, 619, 007
Total.....	88, 647, 125	82, 322, 141	14, 677, 963	14, 399, 893	37, 385, 493	36, 823, 742

Class.	Total yearly compensation.			
	Group IX.		Group X.	
	1896.	1895.	1896.	1895.
General officers.....	\$536, 304	\$563, 663	\$782, 181	\$839, 428
Other officers.....	297, 848	293, 229	278, 862	219, 541
General office clerks.....	926, 122	899, 293	1, 142, 304	1, 044, 096
Station agents.....	835, 022	826, 020	895, 249	852, 881
Other station men.....	1, 355, 352	1, 373, 515	1, 505, 421	1, 601, 233
Enginemen.....	1, 559, 919	1, 537, 992	1, 918, 303	1, 914, 056
Firemen.....	907, 053	881, 313	1, 095, 873	1, 103, 837
Conductors.....	954, 298	935, 066	1, 056, 373	1, 069, 318
Other trainmen.....	1, 234, 571	1, 226, 491	1, 513, 858	1, 533, 833
Machinists.....	830, 605	845, 240	887, 915	891, 356
Carpenters.....	1, 120, 522	1, 110, 533	1, 329, 090	1, 358, 710
Other shopmen.....	1, 931, 356	2, 177, 688	3, 449, 700	3, 005, 768
Section foremen.....	944, 741	937, 601	1, 172, 529	1, 172, 807
Other trackmen.....	2, 792, 146	2, 961, 511	3, 655, 128	3, 679, 614
Switchmen, flagmen, and watchmen.....	863, 332	832, 229	685, 663	716, 814
Telegraph operators and dispatchers.....	577, 024	591, 882	573, 430	576, 568
Employees—account floating equipment.....	101, 234	82, 109	708, 031	756, 237
All other employees and laborers.....	1, 673, 556	1, 617, 025	2, 301, 863	1, 878, 456
Total.....	19, 441, 005	19, 692, 400	24, 951, 773	24, 214, 553

From the above summary it appears that the aggregate amount of money paid in wages and salaries for the year ending June 30, 1896, was \$468,824,531. The operating expenses of the same year were \$772,989,044, from which it appears that wages and salaries account for 60.65 per cent of operating expenses. It is proper to state in presenting this summary that the amount returned as paid to general officers should be used with very great caution, inasmuch as the reports of railways, both as to number of general officers and the compensation which they receive, are not rendered according to a uniform method. There are, undoubtedly, duplications in the number of general officers and in the amounts paid general officers, owing to the fact that one man may be a general officer for several corporations. The more reliable figure for the payments made to this class of railway employees will be found in the classification of operating expenses, where it is stated that the "Salaries of general officers" for the year covered by the report were \$8,751,208. The amounts returned for all other classes of employees are worthy of confidence.

The facts presented in the above summary, taken in connection with the average daily compensation for the several classes of employees and the number of employees reported in the several classes, suggest a further comment. Accepting the aggregate payment to any class as the basis of computation, and assuming the pay rolls on June 30 to be typical pay rolls, it is possible to discover the average number of days worked during the year by each employee of the several classes of employees. Such a computation shows, for example, that station agents worked, on the average, 332 days per year; engineers, 316; conductors, 319; machinists, 292; section foremen, 331; other trackmen, 275; switchmen, flagmen, and watchmen, 324. These days, multiplied by the average daily compensation, will give the annual income for each railway employee in the several classes.

CAPITALIZATION AND VALUATION OF RAILWAY PROPERTY.

1. Summary of Railway Capital, by Groups.
2. Ownership of Railway Capital.
3. Stocks and Bonds Owned by Railways, by Groups.
4. Classification of Railway Capital by Rate of Dividend or Interest.
5. Charges against Income on Account of Railway Capital.

The classification of railway capital presented in this report is the same as that of the previous report with the single exception that current liabilities have been excluded. This was done at the request of the executive committee of the Association of American Railway Accounting Officers, and upon their representation that current liabilities form no part of railway capital.

While not conceding the theoretic contention of the auditors, it was recognized that injustice might be done railway property by adding current liabilities to funded debt and capital stock, and assigning the

aggregate on a mileage basis as railway capital. And in view of the fact that the capital accounts of railways must sooner or later be revised, when that portion of current liabilities which represents circulating capital can be placed by itself, it was thought wise to make the change.¹

SUMMARY OF RAILWAY CAPITAL, BY GROUPS.

Territory covered.	Stock.				
	Total.	Common.	Preferred.	Per cent of group capital.	Per mile of line.
Group I	\$281,568,632	\$233,166,140	\$48,402,492	62.66	\$37,070
Group II	1,083,409,103	978,778,748	104,630,355	48.81	55,141
Group III	704,247,994	495,752,465	208,495,529	50.37	31,148
Group IV	265,821,427	189,417,912	76,403,515	52.14	24,935
Group V	388,853,124	327,429,463	61,423,661	45.75	19,605
Group VI	836,817,888	622,782,294	214,035,594	44.14	20,663
Group VII	180,033,023	167,107,657	12,925,366	41.71	17,357
Group VIII	631,709,196	467,924,198	163,784,998	50.21	28,919
Group IX	234,522,170	211,456,728	23,065,442	47.32	22,287
Group X	619,544,712	562,754,972	56,789,740	58.52	45,296
United States, 1896	5,226,527,269	4,256,570,577	969,956,692	49.46	29,484
United States, 1895	4,961,258,656	4,201,697,351	759,561,305	45.25	28,602
United States, 1894	4,834,075,659	4,103,584,166	730,491,493	44.77	28,186
United States, 1893	4,668,935,418	3,982,009,602	686,925,816	44.44	28,184
United States, 1892	4,633,108,763	3,978,762,245	654,346,518	45.30	29,240
United States, 1891	4,450,649,027	3,796,239,374	654,409,653	45.28	27,596
United States, 1890	4,409,658,485	3,803,284,943	606,373,542	46.73	28,194

Territory covered.	Funded debt.					
	Total.	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Per cent of group capital.
Group I	\$167,774,370	\$126,779,480	\$40,406,200	.....	\$588,690	37.34
Group II	1,136,120,656	958,141,520	69,295,137	\$92,905,232	15,778,767	51.19
Group III	694,009,892	650,496,354	3,613,446	27,837,717	12,062,375	49.63
Group IV	244,052,762	222,822,551	7,677,217	9,676,768	3,876,226	47.86
Group V	461,154,589	398,013,828	21,837,546	37,413,340	3,889,875	54.25
Group VI	1,058,945,893	862,469,756	146,566,751	43,637,718	6,271,668	55.86
Group VII	251,584,713	192,950,364	55,670,364	1,716,410	1,247,575	58.29
Group VIII	626,434,742	514,082,510	62,872,079	44,509,055	4,971,098	49.79
Group IX	261,106,484	224,541,403	1,340,136	34,411,658	813,287	52.68
Group X	439,154,401	367,574,297	48,456,655	22,318,079	805,370	41.48
United States, 1896	5,340,338,502	4,517,872,063	457,735,531	314,425,977	50,304,931	50.54
United States, 1895	5,385,495,573	4,641,755,548	445,221,472	242,603,226	55,915,327	49.12
United States, 1894	5,356,583,019	4,593,931,754	456,277,380	242,403,681	63,970,204	49.62
United States, 1893	5,225,689,821	4,504,383,162	410,474,647	248,132,730	62,699,282	49.74
United States, 1892	5,053,038,050	4,302,570,993	392,107,940	303,205,522	55,153,595	49.41
United States, 1891	4,840,266,412	4,081,621,675	379,600,890	324,288,690	54,755,157	49.24
United States, 1890	4,574,576,131	4,123,921,557	324,242,541	76,933,818	49,478,215	48.47

¹ This question was discussed in the First Annual Report on the Statistics of Railways in the United States, page 13.

SUMMARY OF RAILWAY CAPITAL, BY GROUPS—Continued.

Territory covered.	Total railway capital.	Per cent of total capital.	Per mile of line.
Group I.....	\$449,343,002	4.25	\$59,158
Group II.....	2,219,529,759	21.01	112,965
Group III.....	1,398,257,886	13.23	61,843
Group IV.....	509,874,189	4.82	47,828
Group V.....	850,007,713	8.04	42,856
Group VI.....	1,895,763,781	17.94	46,810
Group VII.....	431,617,736	4.09	41,612
Group VIII.....	1,258,143,938	11.91	57,596
Group IX.....	495,628,654	4.69	47,100
Group X.....	1,058,699,113	10.02	77,404
United States, 1896.....	¹ 10,566,865,771	100.	² 59,610
United States, 1895.....	10,963,584,385	100.	63,206
United States, 1894.....	10,796,473,813	100.	62,951
United States, 1893.....	10,506,235,410	100.	63,421
United States, 1892.....	10,226,748,134	100.	63,776
United States, 1891.....	9,829,475,015	100.	60,942
United States, 1890.....	9,437,343,420	100.	60,340

¹ This item excludes "Other forms of indebtedness," which was included in the corresponding items for previous years.

² See Note 1. For comparative figures, see summary on page 48

The amount of railway capital on June 30, 1896, was \$10,566,865,771, which, assigned upon a mileage basis, shows a capitalization per mile of line of \$59,610. Were current liabilities to be included in railway capital, as was done in previous reports, the aggregate of railway capital would be increased over \$613,000,000, and the capital per mile of line would stand at \$63,068. Again, assuming current liabilities for the year to have been \$613,000,000, the aggregate increase of railway capital during the year would be about \$217,000,000. The figures in the foregoing summary show that stocks have increased during the year by \$265,268,613, while funded debt suffered a decrease during the same period of \$45,157,071.¹ These figures indicate the presence of an unusual tendency in railway financing. Taking the United States as a whole, the funded debt of railways is in excess of their capital stock, and previous to the year ending June 30, 1895, the increase in railway capital has as a rule shown the issue of a larger amount of bonds than stock. This ratio was changed as the result of railway financing during the year ending June 30, 1895, when it was observed that out of an aggregate increase of stocks and funded debt of \$156,095,551, the increase in capital stock accounted for \$127,182,997, and the increase in funded debt for \$28,912,554. The report of the present year, as has been noticed, shows a decided increase in stocks, but a net decrease in funded debt. It is not the part of a statistical report to advance theo-

¹ This is in part accounted for by the fact that the Long Island Railroad is not this year included in the report.

ries in explanation of the facts which it presents. It may, however, be suggested that the approximate explanation of the change referred to is found in the financial difficulties which certain large roads have suffered. While there is no universal rule respecting reorganizations and consolidations, they not uncommonly result in the conversion of funded debt into capital stock without causing the original stock to be canceled. As further bearing upon this point, or at least as an item that must be included in an adequate statement of the situation, there has been a decrease in mortgage bonds during the year of \$123,883,485, while during the same period there has been an increase in income bonds of \$71,822,751, and in miscellaneous obligations of \$12,514,059. The facts presented in the above summary reflect the financial operations of the railway industry during a continued period of financial embarrassment.

Holding in mind the location of the important companies which during the past two years have been placed in the hands of receivers, the following comparative summary, which shows the amount of railway stock and funded debt per mile of line, by territorial groups, for the two years ending June 30, 1895, and June 30, 1896, bears an especial interest:

COMPARATIVE SUMMARY SHOWING THE AMOUNT OF CAPITAL STOCK AND FUNDED DEBT PER MILE OF LINE FOR THE YEARS ENDING JUNE 30, 1896 AND 1895.

Territory.	Capital stock per mile of line.		Funded debt per mile of line.		Total railway capital per mile of line.	
	1896.	1895.	1896.	1895.	1896.	1895.
Group I.....	\$37, 070	\$34, 349	\$22, 088	\$23, 130	\$59, 158	\$57, 479
Group II	55, 141	53, 957	57, 824	57, 844	112, 965	111, 801
Group III	31, 148	30, 533	30, 695	34, 073	61, 843	64, 606
Group IV.....	24, 935	23, 772	22, 893	21, 950	47, 828	45, 722
Group V.....	19, 605	20, 325	23, 251	23, 153	42, 856	43, 478
Group VI.....	20, 663	20, 790	26, 147	26, 260	46, 810	47, 050
Group VII.....	17, 357	17, 014	24, 255	24, 413	41, 612	41, 427
Group VIII.....	28, 919	24, 911	28, 677	30, 186	57, 596	55, 097
Group IX.....	22, 287	21, 106	24, 813	26, 303	47, 100	47, 409
Group X.....	45, 296	45, 015	32, 108	34, 043	77, 404	79, 058
United States.....	29, 484	28, 602	30, 126	31, 048	59, 610	59, 650

The summaries which follow show the corporate investments of railways in the stocks and bonds of other railways, as also the amounts of other forms of corporate investment:

COMPARATIVE SUMMARY OF OWNERSHIP OF RAILWAY STOCKS AND BONDS FOR THE YEARS ENDING JUNE 30, 1896, 1895, 1894, 1893, 1892, 1891, 1890, AND 1889.

Item.	Amount out-standing.	Owned by railway cor-porations.	Not owned by railway cor-porations.
Stocks:			
1896	\$5, 226, 527, 269	\$1, 101, 235, 551	\$4, 125, 291, 718
1895	4, 961, 258, 656	¹ 1, 051, 638, 619	3, 909, 620, 037
1894	4, 834, 075, 659	1, 128, 744, 033	3, 705, 331, 626
1893	4, 668, 935, 418	1, 135, 784, 339	3, 533, 151, 079
1892	4, 633, 108, 763	1, 064, 286, 266	3, 568, 822, 497
1891	4, 450, 649, 027	945, 227, 541	3, 505, 421, 486
1890	4, 409, 658, 485	963, 853, 759	3, 445, 804, 726
1889	4, 251, 190, 719	847, 740, 399	3, 403, 450, 320
Bonds:			
1896	4, 517, 872, 063	400, 111, 363	4, 117, 760, 700
1895	4, 641, 755, 548	¹ 395, 542, 915	4, 246, 212, 633
1894	4, 593, 931, 754	415, 314, 637	4, 178, 617, 117
1893	4, 504, 383, 162	427, 237, 894	4, 077, 145, 268
1892	4, 302, 570, 993	327, 170, 787	3, 975, 400, 206
1891	4, 081, 621, 675	337, 698, 175	3, 743, 923, 500
1890	4, 123, 921, 557	443, 053, 242	3, 680, 868, 315
1889	4, 267, 527, 859	304, 232, 502	3, 963, 295, 357
Total stocks and bonds:			
1896	9, 744, 399, 332	1, 501, 346, 914	8, 243, 052, 418
1895	9, 603, 014, 204	1, 447, 181, 534	8, 155, 832, 670
1894	9, 428, 007, 413	1, 544, 058, 670	7, 883, 948, 743
1893	9, 173, 318, 580	1, 563, 022, 233	7, 610, 296, 347
1892	8, 935, 679, 756	1, 391, 457, 053	7, 544, 222, 703
1891	8, 532, 270, 702	1, 282, 925, 716	7, 249, 344, 986
1890	8, 533, 580, 042	1, 406, 907, 001	7, 126, 673, 041
1889	8, 518, 718, 578	1, 151, 972, 901	7, 366, 745, 677
Increase of 1896 over 1895	141, 385, 128	54, 165, 380	87, 219, 748
Increase of 1895 over 1894	175, 006, 791	² 96, 877, 136	271, 883, 927
Increase of 1894 over 1893	254, 688, 833	² 18, 963, 563	273, 652, 396
Increase of 1893 over 1892	237, 638, 824	171, 565, 180	66, 073, 644
Increase of 1892 over 1891	403, 409, 054	108, 531, 337	294, 877, 717
Increase of 1891 over 1890	² 1, 309, 340	² 123, 981, 285	122, 671, 945
Increase of 1890 over 1889	14, 861, 464	254, 934, 100	² 240, 072, 636

¹ Through error in transcribing, wrong figures were entered in the corresponding summary of last year's report.

² Decrease.

The above summary shows for each of the years from 1889 to 1896, inclusive, the amount of railway stocks and railway bonds owned by railways in their corporate capacity. The motive for investments in this species of property is, for the most part, to secure a controlling interest in the management of the lines that may be useful to the proprietor company. In part it represents a reserve investment. By referring to the figures it appears that the amount of railway stocks

owned by railway corporations decreased from 1893 to the year covered by the present report, but this form of investment has been increased during the present year by the acquisition of \$49,596,932 of railway stocks, while the increase in the corporate investment in railway bonds during the year has been \$4,568,448. This fact seems to indicate that the result of commercial depression as reflected in the financial policy of the railways of the country has been arrested, and that they are again beginning to strengthen their fund of reserve investments.

SUMMARY OF STOCKS AND BONDS OWNED BY RAILWAYS, BY GROUPS.

Territory covered.	Stocks owned.			Bonds owned.		
	Railway.	Other.	Total.	Railway.	Other.	Total.
Group I	\$32, 514, 430	\$5, 735, 742	\$38, 250, 172	\$11, 380, 437	\$389, 800	\$11, 770, 237
Group II	275, 285, 844	48, 784, 896	324, 070, 740	73, 949, 563	21, 446, 541	95, 396, 104
Group III	132, 257, 172	10, 529, 799	142, 786, 971	22, 232, 885	3, 145, 762	25, 378, 647
Group IV	19, 155, 471	3, 093, 145	22, 248, 616	10, 847, 113	1, 880, 950	12, 728, 063
Group V	19, 398, 615	3, 499, 832	22, 898, 447	35, 021, 655	1, 620, 260	36, 641, 915
Group VI	171, 693, 660	9, 782, 976	181, 476, 636	103, 148, 272	2, 044, 139	105, 192, 411
Group VII	66, 370, 421	9, 002, 453	75, 372, 874	38, 374, 310	4, 297, 650	42, 671, 960
Group VIII	168, 401, 532	11, 966, 781	180, 368, 313	80, 610, 507	1, 786, 478	82, 396, 985
Group IX	30, 826, 132	1, 430, 219	32, 256, 351	5, 551, 173	30, 550	5, 581, 723
Group X	185, 332, 274	8, 277, 550	193, 609, 824	18, 995, 448	946, 736	19, 942, 184
United States	1, 101, 235, 551	112, 103, 393	1, 213, 338, 944	400, 111, 363	37, 588, 866	437, 700, 229

The series of summaries which follows is designed to show the amount of dividends paid on railway stocks and of interest paid on railway bonds. This information is presented in such a manner as to show the amount of stocks paying no dividends and of bonds paying no interest, as also the amounts paying at the several rates named.

CONDENSED STATEMENT OF STOCKS AND FUNDED DEBT, CLASSIFIED BY RATE OF DIVIDEND OR INTEREST.

Per cent paid.	Stocks.	Per cent of total stocks.	Funded debt (exclusive of equipment trust obligations).	Per cent of total funded debt.
Nothing paid	\$3, 667, 503, 194	70. 17	\$860, 559, 442	16. 26
From 1 to 2	38, 603, 850	. 74	233, 556, 930	4. 42
From 2 to 3	138, 160, 882	2. 64	438, 582, 638	8. 29
From 3 to 4	87, 569, 821	1. 68	420, 346, 647	7. 95
From 4 to 5	290, 062, 078	5. 55	1, 270, 172, 756	24. 01
From 5 to 6	356, 305, 879	6. 82	1, 138, 564, 031	21. 52
From 6 to 7	204, 150, 574	3. 91	573, 997, 946	10. 85
From 7 to 8	228, 390, 610	4. 37	302, 806, 486	5. 72
From 8 to 9	142, 144, 170	2. 72	19, 816, 000	. 38
From 9 to 10	5, 405, 736	. 10	15, 217, 795	. 29
10 and above	68, 230, 475	1. 30	16, 412, 900	. 31
Total	5, 226, 527, 269	100.	5, 290, 033, 571	100.

CONDENSED STATEMENT OF STOCKS AND FUNDED DEBT, CLASSIFIED BY RATE OF DIVIDEND OR INTEREST—Continued.

Per cent paid.	Analysis of funded debt.					
	Bonds.	Per cent of total bonds.	Miscellaneous obligations.	Per cent of total miscellaneous obligations.	Income bonds.	Per cent of total income bonds.
Nothing paid	\$515,029,668	11.40	\$68,918,680	15.05	\$276,611,094	87.96
From 1 to 2	202,833,450	4.49	949,480	.21	29,774,000	9.47
From 2 to 3	376,887,831	8.34	61,456,807	13.42	238,000	.08
From 3 to 4	345,884,309	7.66	73,962,338	16.16	500,000	.16
From 4 to 5	1,158,290,661	25.64	111,881,795	24.44	300	.....
From 5 to 6	1,017,721,031	22.53	115,413,000	25.21	5,430,000	1.73
From 6 to 7	560,758,890	12.41	11,834,056	2.59	1,405,000	.45
From 7 to 8	299,514,903	6.63	2,829,000	.62	462,583	.15
From 8 to 9	19,103,000	.42	713,000	.16	.....	.....
From 9 to 10	13,610,420	.30	1,607,375	.35	.....	.....
10 and above.....	8,237,900	.18	8,170,000	1.79	5,000	.....
Total	4,517,872,063	100.	457,735,531	100.	314,425,977	100.

From the above summary it appears that stocks aggregating \$3,667,503,194 paid no dividend to their holders during the year covered by this report. This amount is equal to 70.17 per cent of stock outstanding, and is the largest amount of nondividend paying stock ever compiled during the nine years in which reports have been made to this office. The amount of funded debt, exclusive of equipment trust obligations, paying no interest during the year covered by this report, was \$860,559,442, or 16.26 per cent of the total of funded debt. These figures show a slight decrease as compared with last year's report.

The second part of the above summary presents an analysis of funded debt, showing separately the amounts of bonds proper, of miscellaneous obligations, and of income bonds which paid no interest during the year, and the amounts which paid interest at the several rates named. It is a significant fact, as bearing upon the value of that species of funded debt, which was increased during the year by \$71,822,751, that 87.96 per cent of income bonds paid no interest, and that 9.47 per cent of such bonds paid between 1 and 2 per cent. It may be urged that the large amount of stocks and bonds, the source of no income, is due to the fact that railways invest in this species of property as a means of securing control over subordinate lines, or that the bonds and stocks of consolidated lines fall into their hands as the result of consolidation. While this suggestion, allowing it to be true, may mitigate somewhat the rigor of the criticism which the above figures make upon the financial administration of the railways of this country, they do not set aside the criticism; for a comparison of the amount of stocks and bonds paying no dividends or interest with the amount of railway stocks and bonds owned by railways shows a considerable amount of non-income bearing railway securities to be in the hands of the public. Upon the fore-

going assumption the comparison referred to would suggest that \$2,566,267,643 railway stocks paying no dividends, and \$114,918,305 railway bonds paying no interest are in the hands of the public, or not owned by railway corporations.

In the next summary is given a statement designed to show the tendency respecting income-bearing stocks since 1888.

SUMMARY SHOWING AMOUNT AND PER CENT OF CAPITAL STOCK PAYING DIVIDENDS, AND AMOUNT AND RATE PER CENT OF DIVIDENDS PAID, FOR THE YEARS ENDING JUNE 30, 1896, 1895, 1894, 1893, 1892, 1891, 1890, 1889, AND 1888.

Year.	Per cent of stock paying dividends.	Amount of stock paying dividends.	Amount paid in dividends.	Average rate paid on dividend-paying stock.
1896.....	29.83	\$1,559,024,075	\$87,603,371	5.62
1895.....	29.95	1,485,618,453	85,287,543	5.74
1894.....	36.57	1,767,925,565	95,515,226	5.40
1893.....	38.76	1,809,600,846	100,929,885	5.58
1892.....	39.40	1,825,705,437	97,614,745	5.35
1891.....	40.36	1,796,390,636	91,117,913	5.07
1890.....	36.24	1,598,131,933	87,071,613	5.45
1889.....	38.33	1,629,750,927	82,110,198	5.04
1888.....	38.56	1,490,267,149	80,238,065	5.38

SUMMARY SHOWING THE PER CENT OF CAPITAL STOCK PAYING NO DIVIDENDS FOR THE YEARS ENDING JUNE 30, 1896, 1895, 1894, 1893, 1892, 1891, AND 1890, BY GROUPS.

Territory covered.	1896.	1895.	1894.	1893.	1892.	1891.	1890.
Group I.....	20.86	22.35	21.48	21.97	23.43	23.16	24.58
Group II.....	55.52	50.44	45.56	45.45	43.03	44.57	47.27
Group III.....	65.79	70.35	62.16	52.66	52.80	55.92	63.56
Group IV.....	91.10	90.25	89.24	67.40	69.40	73.02	70.84
Group V.....	84.04	86.20	85.12	69.44	59.96	66.90	67.02
Group VI.....	52.76	55.68	54.37	52.77	58.72	57.35	63.94
Group VII.....	68.09	66.73	66.37	66.50	64.24	62.39	63.68
Group VIII.....	89.95	92.46	87.91	87.72	83.75	69.98	72.90
Group IX.....	99.31	99.97	97.84	99.99	99.98	99.99	99.99
Group X.....	98.40	97.54	69.01	80.70	78.93	78.84	83.54
United States.....	70.17	70.06	63.43	61.24	60.60	59.64	63.76

From the first of the above summaries one may learn the percentage of stock paying dividends, the amount paid in dividends, and the average rate on dividend-paying stock for the years 1888 to 1896, inclusive. The figures show that there has been a steady decline in dividend-bearing stock from 1892, that the decline for the three years previous to that of the present report was sharp and decisive, but that the present report indicates an arrest of the downward tendency. The amount paid in dividends during the year ending June 30, 1896, was \$87,603,371, being equivalent to a 5.62 per cent dividend on dividend-bearing stock. The second of the above summaries shows the percent-

age of stock paying no dividends for the years 1890 to 1896, inclusive. It is significant that the railways of Group I pay dividends upon nearly 80 per cent of outstanding stock, but it must be remembered as bearing upon this fact that quite a number of railways in New England have no funded debt. They seem, either through wise financiering or the efficient supervision of their local commissions, to have kept down the capitalization of their railways as compared with their earning capacity and density of traffic. None of the other groups are in so satisfactory a condition. Group IX, for example, pays no dividends upon 99.31 per cent of the outstanding stock; Group IV, which includes Virginia and the Carolinas, pays no dividends upon 91.10 per cent of the outstanding stock. This class of facts is presented in detail and by groups in the summaries now inserted.

CLASSIFICATION OF STOCKS BY RATE OF DIVIDEND, BY GROUPS.

Territory covered.	Nothing paid.		From 1 to 2 per cent.		From 2 to 3 per cent.		From 3 to 4 per cent.	
	Amount.	Per cent of stock in group.	Amount.	Per cent of stock in group.	Amount.	Per cent of stock in group.	Amount.	Per cent of stock in group.
Group I	\$58,741,429	20.86	\$3,194,550	1.14	\$13,439,983	4.77	\$5,348,750	1.90
Group II	601,554,998	55.52	150,000	.01	2,704,400	.25	7,898,925	.73
Group III	463,322,763	65.79	1,757,500	.25	32,107,500	4.56	14,470,385	2.05
Group IV	242,139,227	91.10	489,000	.18	290,100	.11	.....	.....
Group V	326,821,853	84.04	.....	.....	12,812,900	3.30	.....	.....
Group VI	441,560,164	52.76	25,387,800	3.03	22,947,240	2.74	55,527,261	6.64
Group VII	122,579,965	68.09	.....	.....	.....	.....	.....	.....
Group VIII	568,260,425	89.95	1,625,000	.26	53,858,759	8.53	3,000,000	.48
Group IX	232,918,950	99.31	.....	.....	.....	.....	1,324,500	.57
Group X	609,603,420	98.40	6,000,000	.97	.....	.....	.....	.....
United States.	3,667,503,194	70.17	38,603,850	.74	138,160,882	2.64	87,569,821	1.68

Territory covered.	From 4 to 5 per cent.		From 5 to 6 per cent.		From 6 to 7 per cent.		From 7 to 8 per cent.	
	Amount.	Per cent of stock in group.	Amount.	Per cent of stock in group.	Amount.	Per cent of stock in group.	Amount.	Per cent of stock in group.
Group I	\$22,375,100	7.95	\$10,547,800	3.75	\$52,859,220	18.77	\$32,447,600	11.52
Group II	111,589,185	10.30	185,370,050	17.11	19,984,410	1.84	80,346,950	7.42
Group III	24,487,000	3.48	34,618,781	4.92	60,296,653	8.56	54,006,636	7.67
Group IV	2,750,000	1.02	9,004,000	3.39	7,310,000	2.75	3,639,100	1.37
Group V	20,000,000	5.14	19,597,714	5.04	5,220,657	1.34	.....	.....
Group VI	58,917,165	7.04	97,123,034	11.61	43,038,900	5.14	57,875,324	6.92
Group VII	49,943,628	27.74	.....	.....	7,509,430	4.17	.....	.....
Group VIII .....	.....	.....	.....	.....	4,890,012	.77	75,000	.01
Group IX .....	.....	.....	44,500	.02	.....	.....	.....	.....
Group X .....	.....	.....	.....	.....	3,041,292	.49	.....	.....
United States.	290,062,078	5.55	356,305,879	6.82	204,150,574	3.91	228,390,610	4.37

CLASSIFICATION OF STOCKS BY RATE OF DIVIDEND, BY GROUPS—Continued.

Territory covered.	From 8 to 9 per cent.		From 9 to 10 per cent.		10 per cent and above.		Total.	
	Amount.	Per cent of stock in group.	Amount.	Per cent of stock in group.	Amount.	Per cent of stock in group.	Amount.	Per cent of total stock.
Group I.....	\$66,509,200	23.62	\$2,925,000	1.04	\$13,180,090	4.68	\$281,568,632	5.39
Group II.....	37,475,650	3.46	1,909,510	.18	34,425,025	3.18	1,083,409,103	20.73
Group III.....	9,155,850	1.30	501,226	.07	9,523,700	1.35	704,247,994	13.47
Group IV.....	200,000	.08	.....	.....	.....	.....	265,821,427	5.09
Group V.....	.....	.....	.....	.....	4,400,000	1.14	388,853,124	7.44
Group VI.....	28,750,600	3.44	70,000	.01	5,620,400	.67	836,817,888	16.01
Group VII.....	.....	.....	.....	.....	.....	.....	180,033,023	3.44
Group VIII.....	.....	.....	.....	.....	.....	.....	631,709,196	12.09
Group IX.....	52,870	.02	.....	.....	181,350	.08	234,522,170	4.49
Group X.....	.....	.....	.....	.....	900,000	.14	619,544,712	11.85
United States.	142,144,170	2.72	5,405,736	.10	68,230,475	1.30	5,226,527,269	100.

CLASSIFICATION OF FUNDED DEBT, EXCLUSIVE OF EQUIPMENT TRUST OBLIGATIONS, BY RATE OF INTEREST, BY GROUPS.

Territory covered.	Nothing paid.		From 1 to 2 per cent.		From 2 to 3 per cent.		From 3 to 4 per cent.	
	Amount.	Per cent of funded debt in group.	Amount.	Per cent of funded debt in group.	Amount.	Per cent of funded debt in group.	Amount.	Per cent of funded debt in group.
Group I.....	\$2,572,500	1.54	\$2,890,000	1.73	\$2,469,000	1.48	\$11,374,000	6.80
Group II.....	228,928,832	20.43	95,423,459	8.52	9,573,500	.85	23,178,500	2.07
Group III.....	68,506,635	10.05	78,157,329	11.46	45,425,991	6.66	33,294,594	4.88
Group IV.....	33,378,215	13.89	1,000,000	.42	47,690,269	19.86	872,500	.36
Group V.....	69,809,004	15.27	2,008,000	.44	24,028,520	5.25	25,878,899	5.66
Group VI.....	103,713,894	9.85	8,221,342	.79	70,522,456	6.70	165,718,345	15.74
Group VII.....	33,929,537	13.55	.....	.....	67,219,512	26.84	.....	.....
Group VIII.....	144,804,265	23.30	18,104,800	2.91	97,408,918	15.67	88,806,743	14.29
Group IX.....	64,069,959	24.61	75,000	.03	19,227,214	7.39	52,743,066	20.26
Group X.....	110,846,601	25.29	27,677,000	6.31	55,017,258	12.55	18,480,000	4.22
United States.	860,559,442	16.26	233,556,930	4.42	438,582,638	8.29	420,346,647	7.95

Territory covered.	From 4 to 5 per cent.		From 5 to 6 per cent.		From 6 to 7 per cent.		From 7 to 8 per cent.	
	Amount.	Per cent of funded debt in group.	Amount.	Per cent of funded debt in group.	Amount.	Per cent of funded debt in group.	Amount.	Per cent of funded debt in group.
Group I.....	\$79,152,400	47.35	\$32,822,500	19.63	\$28,631,580	17.12	\$6,492,800	3.88
Group II.....	324,636,454	28.98	174,806,000	15.60	158,222,744	14.12	99,108,900	8.85
Group III.....	169,016,966	24.78	135,008,256	19.80	58,093,546	8.52	87,707,200	12.86
Group IV.....	95,714,858	39.85	31,223,829	13.00	16,476,562	6.86	9,728,803	4.05
Group V.....	165,905,220	36.29	108,369,216	23.70	35,784,480	7.82	25,147,000	5.50
Group VI.....	208,991,952	19.85	306,655,949	29.13	126,830,017	12.05	47,245,000	4.49
Group VII.....	24,300,880	9.71	117,162,209	46.81	7,725,000	3.09	.....	.....
Group VIII.....	88,489,000	14.23	132,347,005	21.30	29,936,400	4.82	18,765,783	3.02
Group IX.....	39,499,452	15.17	50,430,002	19.38	17,408,084	6.71	6,620,000	2.54
Group X.....	74,465,574	16.99	49,739,065	11.35	94,829,533	21.63	1,991,000	.45
United States.	1,270,172,756	24.01	1,138,564,031	21.52	573,997,946	10.85	302,806,486	5.72

CLASSIFICATION OF FUNDED DEBT, EXCLUSIVE OF EQUIPMENT TRUST OBLIGATIONS, BY RATE OF INTEREST, BY GROUPS—Continued.

Territory covered.	From 8 to 9 per cent.		From 9 to 10 per cent.		10 per cent and above.		Total.	
	Amount.	Per cent of funded debt in group.	Amount.	Per cent of funded debt in group.	Amount.	Per cent of funded debt in group.	Amount.	Per cent of total funded debt.
Group I			\$780,000	.47	\$900	(¹)	\$167,185,680	3.16
Group II	\$668,500	.06	3,200,000	.29	2,595,000	.23	1,120,341,889	21.18
Group III	3,582,000	.53	3,000,000	.44	155,000	.02	681,947,517	12.89
Group IV	3,953,500	1.65			138,000	.06	240,176,536	4.54
Group V	126,000	.03	7,375		201,000	.04	457,264,714	8.64
Group VI	7,673,000	.73	1,485,000	.14	5,617,270	.53	1,052,674,225	19.90
Group VII							250,337,138	4.73
Group VIII	108,000	.02	40,000	.01	2,652,730	.43	621,463,644	11.75
Group IX	3,455,000	1.33	6,705,420	2.58			260,293,197	4.92
Group X	250,000	.06			5,053,000	1.15	438,349,031	8.29
United States.	19,816,000	.38	15,217,795	.29	16,412,900	.31	5,290,033,571	100.

¹ Less than .01 per cent.

CLASSIFICATION OF BONDS BY RATE OF INTEREST, BY GROUPS.

Territory covered	Nothing paid.		From 1 to 2 per cent.		From 2 to 3 per cent.		From 3 to 4 per cent.	
	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.
Group I	\$2,168,300	1.71	\$2,890,000	2.28	\$2,469,000	1.95	\$10,274,000	8.10
Group II	135,284,324	14.12	95,421,170	9.96	6,222,500	.65	22,700,500	2.37
Group III	60,000,122	9.22	57,015,480	8.77	45,253,591	6.96	32,577,493	5.01
Group IV	21,344,230	9.58			47,690,269	21.41	872,500	.39
Group V	27,539,664	6.92	1,984,000	.50	24,028,520	6.04	17,782,017	4.47
Group VI	68,411,837	7.93	316,000	.04	70,522,456	8.18	116,027,990	13.46
Group VII	32,213,127	16.70			35,732,344	18.52		
Group VIII	96,618,383	18.79	17,474,800	3.40	70,724,679	13.76	74,426,743	14.48
Group IX	28,973,749	12.90	55,000	.02	19,227,214	8.56	52,743,066	23.49
Group X	42,475,932	11.55	27,677,000	7.53	55,017,258	14.97	18,480,000	5.03
United States.	515,029,668	11.40	202,833,450	4.49	376,887,831	8.34	345,884,309	7.66

Territory covered.	From 4 to 5 per cent.		From 5 to 6 per cent.		From 6 to 7 per cent.		From 7 to 8 per cent.	
	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.
Group I	\$47,750,400	37.66	\$28,852,500	22.76	\$25,881,580	20.42	\$6,492,800	5.12
Group II	278,067,154	29.02	158,766,000	16.57	156,607,472	16.35	98,778,900	10.31
Group III	169,016,966	25.98	134,258,256	20.64	58,093,546	8.93	87,706,900	13.48
Group IV	95,714,858	42.96	31,223,829	14.01	14,656,562	6.58	7,228,803	3.24
Group V	160,784,131	40.40	108,169,216	27.17	32,252,280	8.10	25,147,000	6.32
Group VI	183,032,041	21.22	245,076,415	28.41	124,114,017	14.39	46,916,000	5.44
Group VII	21,471,085	11.13	95,808,808	49.65	7,725,000	4.00		
Group VIII	88,489,000	17.21	117,801,005	22.92	29,766,400	5.79	18,633,500	3.62
Group IX	39,499,452	17.59	50,430,002	22.46	16,832,500	7.50	6,620,000	2.95
Group X	74,465,574	20.26	47,335,000	12.88	94,829,533	25.80	1,991,000	.54
United States.	1,158,290,661	25.64	1,017,721,031	22.53	560,758,890	12.41	299,514,903	6.63

CLASSIFICATION OF MISCELLANEOUS OBLIGATIONS BY RATE OF INTEREST, BY GROUPS—Continued.

Territory covered.	From 8 to 9 per cent.		From 9 to 10 per cent.		10 per cent and above.		Total.	
	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of total miscellaneous obligations.
Group I.....			\$780,000	1.93			\$40,406,200	8.83
Group II.....					\$170,000	.25	69,295,137	15.14
Group III.....	\$158,000	4.37					3,613,446	.79
Group IV.....							7,677,217	1.68
Group V.....			7,375	.03			21,837,546	4.77
Group VI.....	555,000	.38	820,000	.56	5,347,270	3.65	146,566,751	32.02
Group VII.....							55,670,364	12.16
Group VIII.....					2,652,730	4.22	62,872,079	13.74
Group IX.....							1,340,136	.29
Group X.....							48,456,655	10.58
United States.	713,000	.16	1,607,375	.35	8,170,000	1.79	457,735,531	100.

CLASSIFICATION OF INCOME BONDS BY RATE OF INTEREST, BY GROUPS.

Territory covered.	Nothing paid.		From 1 to 2 per cent.		From 2 to 3 per cent.		From 3 to 4 per cent.	
	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.
Group I.....								
Group II.....	\$90,411,932	97.30			\$238,000	.26		
Group III.....	6,419,880	23.06	\$21,141,849	75.95			\$270,688	.97
Group IV.....	7,926,768	81.92	1,000,000	10.33				
Group V.....	37,389,340	99.94	24,000	.06				
Group VI.....	31,640,255	72.51	7,608,151	17.43			229,312	.53
Group VII.....	1,716,410	100.00						
Group VIII.....	44,376,772	99.70						
Group IX.....	34,411,658	100.00						
Group X.....	22,318,079	100.00						
United States.	276,611,094	87.96	29,774,000	9.47	238,000	.08	500,000	.16

CLASSIFICATION OF INCOME BONDS BY RATE OF INTEREST, BY GROUPS—Contd.

Territory covered.	From 4 to 5 per cent.		From 5 to 6 per cent.		From 6 to 7 per cent.		From 7 to 8 per cent.	
	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.
Group I.....								
Group II.....	\$300	(¹)	\$1,920,000	2.07	\$5,000	.01	\$330,000	.36
Group III.....							300	(¹)
Group IV.....					750,000	7.75		
Group V.....								
Group VI.....			3,510,000	8.04	650,000	1.49		
Group VII.....								
Group VIII.....							132,283	.30
Group IX.....								
Group X.....								
United States.	300	(¹)	5,430,000	1.73	1,405,000	.45	462,583	.15

Territory covered.	From 8 to 9 per cent.		From 9 to 10 per cent.		10 per cent and above.		Total.	
	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of group total.	Amount.	Per cent of total income bonds.
Group I.....								
Group II.....							\$92,905,232	29.55
Group III.....					\$5,000	.02	27,837,717	8.85
Group IV.....							9,676,768	3.08
Group V.....							37,413,340	11.91
Group VI.....							43,637,718	13.89
Group VII.....							1,716,410	.53
Group VIII.....							44,509,055	14.15
Group IX.....							34,411,658	10.94
Group X.....							22,318,079	7.10
United States.					5,000	(¹)	314,425,977	100.

¹ Less than .01 per cent.

The last summary of this series upon capitalization presents, by groups, the charges against income on account of railway capital during the year ending June 30, 1896. It shows the amounts declared in dividends on common stock, the amounts declared on preferred stock, the interest accrued on funded debt taken up in the income accounts of the carriers, and the interest on interest-bearing current liabilities.

CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR
ENDING JUNE 30, 1896.

Territory covered.	Designation of items.				Total.	Other payments from net income.
	Dividends on common stock.	Dividends on preferred stock.	Interest on funded debt.	Interest on interest- bearing current liabilities.		
Group I.....	\$12, 551, 223	\$1, 449, 958	\$7, 958, 804	\$1, 497, 669	\$23, 457, 654	.....
Group II.....	30, 155, 115	825, 303	53, 932, 742	2, 177, 360	87, 090, 520	\$58, 804
Group III.....	8, 330, 769	4, 782, 802	31, 392, 207	1, 007, 464	45, 513, 242	382, 856
Group IV.....	1, 273, 667	90, 767	12, 175, 263	321, 272	13, 860, 969	.....
Group V.....	2, 618, 357	194, 771	21, 017, 820	990, 362	24, 821, 310	.....
Group VI.....	12, 886, 592	7, 617, 789	50, 932, 788	1, 201, 275	72, 638, 444	46, 074
Group VII.....	2, 302, 746	468, 976	13, 651, 007	100, 130	16, 522, 859	.....
Group VIII.....	874, 304	632, 006	26, 033, 854	431, 622	27, 971, 786	.....
Group IX.....	29, 721	39, 735	12, 441, 624	339, 834	12, 850, 914	.....
Group X.....	332, 520	146, 250	20, 088, 068	402, 075	20, 968, 913	6, 652
United States.....	71, 355, 014	16, 248, 357	249, 624, 177	8, 469, 063	345, 696, 611	494, 386

PUBLIC SERVICE OF RAILWAYS.

1. Comparative Summary of Passenger and Freight Service for the Years ending June 30, 1896, 1895, 1894, 1893, 1892, 1891, and 1890.

2. Public Service of Railways by Groups—Passenger Service.

3. Public Service of Railways by Groups—Freight Service.

The summaries which follow are of interest because they indicate the density of traffic and assign this traffic to certain well-accepted transportation units. They show not only the amount of service rendered by the railways of the country, but the extent to which the facilities of the railways for rendering this service are employed.

COMPARATIVE SUMMARY OF PASSENGER AND FREIGHT SERVICE FOR THE YEARS
ENDING JUNE 30, 1896, 1895, 1894, 1893, 1892, 1891, AND 1890.

Item.	1896.	1895.	1894.	1893.
Passengers carried	511, 772, 737	507, 421, 362	540, 688, 199	593, 560, 612
Passengers carried 1 mile.....	13, 049, 007, 233	12, 188, 446, 271	14, 289, 445, 893	14, 229, 101, 084
Passengers carried 1 mile per mile of line.	71, 705	68, 572	81, 333	83, 809
Tons carried.....	765, 891, 385	696, 761, 171	638, 186, 553	745, 119, 482
Tons carried 1 mile	95, 328, 360, 278	85, 227, 515, 891	80, 335, 104, 702	93, 588, 111, 833
Tons carried 1 mile per mile of line..	523, 832	479, 490	457, 252	551, 232
Passenger train mileage	332, 854, 218	317, 565, 615	326, 503, 219	335, 618, 770
Average number of passengers in train.	39	38	44	42
Average journey per passenger, miles.	25. 50	24. 02	26. 43	23. 97
Freight train mileage.....	479, 500, 170	449, 291, 238	446, 807, 223	508, 719, 506
Average number of tons in train.....	198. 81	189. 69	179. 80	183. 97
Average haul per ton.....miles..	124. 47	122. 32	125. 88	125. 60

COMPARATIVE SUMMARY OF PASSENGER AND FREIGHT SERVICE FOR THE YEARS
ENDING JUNE 30, 1896, 1895, 1894, 1893, 1892, 1891, AND 1890—Continued.

Item.	1892.	1891.	1890.	Increase, 1896 over 1895.
Passengers carried.....	560,958,211	531,183,998	492,430,865	4,351,375
Passengers carried 1 mile.....	13,362,898,209	12,844,243,881	11,847,785,617	860,560,962
Passengers carried 1 mile per mile of line.	82,285	79,642	75,751	3,133
Tons carried.....	706,555,471	675,608,323	636,541,617	69,130,214
Tons carried 1 mile.....	88,241,050,225	81,073,784,121	76,207,047,298	10,100,844,387
Tons carried 1 mile per mile of line..	543,365	502,705	487,245	44,342
Passenger train mileage.....	317,538,883	307,927,928	285,575,804	15,288,603
Average number of passengers in train.	42	42	41	1
Average journey per passenger, miles.	23.82	24.18	24.06	1.48
Freight train mileage.....	485,402,369	446,274,508	435,170,812	30,208,932
Average number of tons in train.....	181.79	181.67	175.12	9.12
Average haul per ton.....miles..	124.89	120.00	119.72	2.15

The number of passengers carried by the railways of the United States during the year ending June 30, 1896, was 511,772,737, being an increase, as compared with previous year, of 4,351,375. The report of the previous year showed a decrease in the number of passengers carried of 33,266,837, from which it appears that the increase during the year covered by the present report is not sufficient to enable the railways to recover the passenger service lost. The number of passengers carried 1 mile during the year covered by this report was 13,049,007,233, being an increase as compared with the previous year of 860,560,962. The corresponding decrease of the previous year was 2,100,999,622. The number of passengers carried 1 mile per mile of line, that is to say, the figure indicating the density of passenger traffic, was, during the year covered by this report, 71,705, being an increase of 3,133. The corresponding decrease, as shown by the report of the previous year, was 12,761. All of the passenger items show a slight increase, but they by no means indicate the recovery of even normal passenger traffic.

The number of tons of freight carried during the year covered by this report was 765,891,385. This is a larger tonnage than for any other year in the history of American railways. The increase in tonnage during the year was 69,130,214 tons, which, combined with the increase of 58,574,618 tons for 1895 as compared with 1894, shows the railways to have recovered the freight traffic of which they were so summarily deprived by the commercial reverses of 1893 and 1894. The number of tons of freight carried 1 mile during the year covered by the report was 95,328,360,278, being an increase of 10,100,844,387. This figure also exceeds that of any of the previous years.

The density of freight traffic is indicated by the fact that the number of tons carried 1 mile per mile of line during the year covered by this report was 523,832. This shows an increase in density of freight traffic

of 44,342 ton-miles per mile of line. By referring to the corresponding figures of the preceding years, it appears that the density of freight traffic for the year ending June 30, 1896, was less than for the years 1892 and 1893.

The summary further indicates a betterment in the condition under which railways are operated, so far as the following items are concerned; average number of passengers in train, average journey per passenger, average number of tons in train, and average haul per ton.

The summaries which follow present certain items of information pertaining to passenger and freight service by territorial groups. They enable the localization of railway service. The exhibits which they make indicate the importance of presenting railway statistics by territorial groups, for they declare that the application of principles which may be pertinent in one group do not fitly meet the conditions of railways operating in other groups.

SUMMARY SHOWING PUBLIC SERVICE OF RAILWAYS, BY GROUPS—PASSENGER SERVICE.

Territory covered.	Passenger train mileage.	Number of passengers carried.	Number of passengers carried one mile.	Number of passengers carried one mile per mile of line.	Average number of passengers in train.	Average journey per passenger.
Group I	31,405,412	115,034,881	1,946,712,013	252,353	62	16.92
Group II	81,744,520	182,568,741	3,578,646,882	174,727	44	19.60
Group III	54,453,602	57,987,445	1,900,857,301	81,851	35	32.78
Group IV	14,023,898	10,973,202	447,724,402	40,868	32	40.80
Group V	26,610,383	20,145,189	859,961,819	42,661	32	42.69
Group VI	63,147,137	72,400,721	2,120,553,158	50,670	34	29.29
Group VII	8,637,583	3,462,354	263,031,872	25,037	30	75.97
Group VIII	25,618,320	17,292,380	797,515,339	35,458	31	46.12
Group IX	11,624,811	7,069,928	374,091,667	34,544	32	52.91
Group X	15,588,552	24,837,896	759,912,780	55,173	49	30.59
United States	332,854,218	511,772,737	13,049,007,233	71,705	39	25.50

SUMMARY SHOWING PUBLIC SERVICE OF RAILWAYS, BY GROUPS—FREIGHT SERVICE.

Territory covered.	Freight train mileage.	Number of tons of freight carried.	Number of tons of freight carried one mile.	Number of tons of freight carried one mile per mile of line.	Average number of tons in train.	Average haul per ton.
Group I	24,767,613	45,098,939	3,700,477,481	479,694	149.41	82.05
Group II	119,885,349	273,129,585	30,035,155,455	1,466,466	250.53	109.97
Group III	80,226,151	163,003,537	19,284,705,570	830,403	240.38	118.31
Group IV	22,833,024	23,168,109	4,726,766,134	431,459	207.01	204.02
Group V	38,657,027	58,810,149	6,377,985,440	316,401	164.99	108.45
Group VI	98,936,652	121,977,985	17,298,070,812	413,332	174.84	141.81
Group VII	14,926,658	13,540,496	2,394,426,628	227,912	160.41	176.83
Group VIII	39,562,881	36,278,848	5,737,157,939	255,078	145.01	158.14
Group IX	18,672,335	16,162,887	2,664,494,271	246,042	142.70	164.85
Group X	21,032,480	14,720,850	3,109,120,548	225,738	147.82	211.21
United States	479,500,170	765,891,385	95,328,360,278	523,832	198.81	124.47

EARNINGS AND EXPENSES.

1. Condensed Income Account.
 - a.* Comparative Condensed Income Account, 1896, 1895, 1894, 1893, 1892, 1891, and 1890, by Totals.
 - b.* Comparative Condensed Income Account, 1896, 1895, 1894, 1893, 1892, 1891, and 1890, per Mile of Line.
 - c.* Condensed Income Account, by Groups.
2. Analysis of Earnings and Income.
 - a.* Analysis of Earnings from Operation.
 - b.* Analysis of Earnings from Operation, by Groups.
 - c.* Analysis of Income from Other Sources.
3. Analysis of Expenditures.
 - a.* Analysis of Operating Expenses.
 - b.* Analysis of Operating Expenses, by Groups.
 - c.* Analysis of Fixed Charges, by Groups.

The summaries which follow show the income and expenses of railways during the year ending June 30, 1896. The basis of these summaries is the income account and an analysis of the items which appear in the income account. An income account, it must be remembered, pertains to the operations of the year in question, and any comparison extends no further than to indicate the relative prosperity or depression for the years compared. It is necessary to repeat what has been said in previous reports, that the income account of the railways of the United States, considered as a whole, includes the reports of both operating and subsidiary lines, a procedure which increases perhaps unduly the aggregate income of railways and also the aggregate of expenditures. Inasmuch, however, as a duplication in income is offset by a duplication in expenditure, the final result of the income account is as though there were no duplication. The extent of this duplication may be learned by referring to the analysis of fixed charges presented on page 77.

COMPARATIVE CONDENSED INCOME ACCOUNT FOR THE YEARS ENDING JUNE 30,
1896, 1895, 1894, 1893, 1892, 1891, AND 1890.

Item.	Amount.			
	1896. ¹	1895. ²	1894. ³	1893. ⁴
Gross earnings from operation.....	\$1,150,169,376	\$1,075,371,462	\$1,073,361,797	\$1,220,751,874
Less operating expenses.....	772,989,044	725,720,415	731,414,322	827,921,299
Income from operation.....	377,180,332	349,651,047	341,947,475	392,830,575
Income from other sources.....	129,024,731	132,432,133	142,816,805	149,649,615
Total income.....	506,205,063	482,083,180	484,764,280	542,480,190
Total deductions from income.....	416,573,137	425,966,921	429,008,310	431,422,156
Net income.....	89,631,926	56,116,259	55,755,970	111,058,034
Total dividends (including "Other payments from net income").	⁵ 88,097,757	⁶ 85,961,500	⁷ 101,607,264	⁸ 102,941,289
Surplus from operations.....	1,534,169	⁹ 29,845,241	⁹ 45,851,294	8,116,745

Item.	Amount.			
	1892. ¹⁰	1891. ¹¹	1890. ¹²	Increase of 1896 over 1895.
Gross earnings from operation.....	\$1,171,407,343	\$1,096,761,395	\$1,051,877,632	\$74,797,914
Less operating expenses.....	780,997,996	731,887,893	692,093,971	47,268,629
Income from operation.....	390,409,347	364,873,502	359,783,661	27,529,285
Income from other sources.....	141,960,782	133,911,126	126,767,064	¹³ 3,407,402
Total income.....	532,370,129	498,784,628	486,550,725	24,121,883
Total deductions from income.....	416,404,938	388,707,712	384,792,138	¹³ 9,393,784
Net income.....	115,965,191	110,076,916	101,758,587	33,515,667
Total dividends (including "Other payments from net income").	¹⁴ 101,929,135	¹⁵ 96,489,013	¹⁶ 89,688,204	2,136,257
Surplus from operations.....	14,036,056	13,587,903	12,070,383	31,379,410

Item.	Per mile of line operated.							
	1896. ¹	1895. ²	1894. ³	1893. ⁴	1892. ¹⁰	1891. ¹¹	1890. ¹²	Increase of 1896 over 1895.
Gross earnings from operation...	\$6,320	\$6,050	\$6,109	\$7,190	\$7,213	\$6,800	\$6,725	\$270
Less operating expenses.....	4,248	4,083	4,163	4,876	4,809	4,538	4,425	165
Income from operation.....	2,072	1,967	1,946	2,314	2,404	2,262	2,300	105
Income from other sources.....	709	745	813	881	874	830	811	¹³ 36
Total income.....	2,781	2,712	2,759	3,195	3,278	3,092	3,111	69
Total deductions from income...	2,289	2,396	2,442	2,541	2,564	2,410	2,460	¹³ 107
Net income.....	492	316	317	654	714	682	651	176
Total dividends (including "Other payments from net income").	484	484	578	606	628	598	574	.....
Surplus from operations...	8	⁹ 168	⁹ 261	48	86	84	77	176

¹ 181,982.64 miles of line represented.² 177,746.25 miles of line represented.³ 175,690.96 miles of line represented.⁴ 169,779.84 miles of line represented.⁵ Includes \$494,386, "Other payments from net income."⁶ Includes \$673,957, "Other payments from net income."⁷ Includes \$6,092,038, "Other payments from net income."⁸ Includes \$2,011,404, "Other payments from net income."⁹ Deficit.¹⁰ 162,397.30 miles of line represented.¹¹ 161,275.17 miles of line represented.¹² 156,404.06 miles of line represented.¹³ Decrease.¹⁴ Includes \$4,314,390, "Other payments from net income."¹⁵ Includes \$5,371,100, "Other payments from net income."¹⁶ Includes \$2,616,591, "Other payments from net income."

The gross earnings from operation for the year ending June 30, 1896, were \$1,150,169,376, being an increase of \$74,797,914, as compared with the previous year. This, under the condition of business prevailing throughout the year, must be regarded as a very satisfactory statement. The gross earnings, however, have not returned to the figure reached in 1893, which is due to smaller charges rather than to a smaller amount of freight.

The operating expenses for the year covered by the report were \$772,989,044, being an increase over the previous year of \$47,268,629. The marked decline in operating expenses during the year 1894 has already been commented upon in previous reports, and it is possible that some of the increase in this class of expenditures during the fiscal year 1896 was rendered necessary to cover damages due to neglected repairs. The amount remaining to the railways from gross earnings, after deducting operating expenses, is \$377,180,332, being an increase in the "Income from operation," as compared with the previous year, of \$27,529,285.

Income from leases and investments, called "Income from other sources," was, during the year covered by the report, \$129,024,731, which sum, added to the "Income from operation," gives a total income of \$506,205,063. The total "Deductions from income," which for sake of brevity is termed in these summaries "Fixed charges," is \$416,573,137, leaving the final "Net income," out of which dividends and the annual surplus, if any, are to be declared, of \$89,631,926. This final net income, as compared with the corresponding figures of the previous year, shows an increase of \$33,515,667. The dividends declared out of this final net income were \$87,603,371, leaving a surplus, after the satisfaction of adjustment claims amounting to \$494,386, of \$1,534,169. Even this slight amount, however, as compared with the results of railway operation during the fiscal years 1895 and 1894, shows a turn toward prosperity, since the deficits of those years were \$29,845,241 and \$45,851,294, respectively.

The second part of the above summary presents the same items assigned on a mileage basis. The gross earnings from operation during the year covered by the report are found to be \$6,320, and the operating expenses, \$4,248, leaving an income from operation of \$2,072 per mile of line. The dividends per mile of line, including "Other payments from net income," amounted to \$484, while the surplus during the year covered by the report was \$8 per mile of line.

The items of the condensed income account are localized by territorial groups in the summary which follows:

CONDENSED INCOME ACCOUNT, BY GROUPS.

Item.	Group I. (7,714.24 miles of line represented.)		Group II. (20,481.32 miles of line represented.)		Group III. (23,223.31 miles of line represented.)		Group IV. (10,955.31 miles of line represented.)	
	Amount.	Per mile of line oper- ated.	Amount.	Per mile of line oper- ated.	Amount.	Per mile of line oper- ated.	Amount.	Per mile of line oper- ated.
Gross earnings from operation.	\$88,311,820	\$11,448	\$290,448,694	\$14,180	\$175,821,204	\$7,570	\$45,130,321	\$4,119
Less operating expenses.	61,773,527	8,008	193,247,921	9,435	125,515,132	5,404	30,910,088	2,821
Income from operation.	26,538,293	3,440	97,200,773	4,745	50,306,072	2,166	14,220,233	1,298
Income from other sources.	11,129,217	1,443	45,138,311	2,204	17,560,433	756	3,520,371	321
Total income.	37,667,510	4,883	142,339,084	6,949	67,866,505	2,922	17,740,604	1,619
Total deductions from income.	23,506,334	3,047	107,727,222	5,259	55,272,685	2,380	16,834,636	1,536
Net income..	14,161,176	1,836	34,611,862	1,690	12,593,820	542	905,968	83
Total dividends (including "Other payments from net income").	14,001,181	1,815	¹ 31,039,222	1,516	² 13,496,427	581	1,364,434	125
Surplus from operations.	159,995	21	3,572,640	174	³ 902,607	³ 39	³ 458,466	³ 42

Item.	Group V. (20,157.92 miles of line represented.)		Group VI. (41,850.28 miles of line represented.)		Group VII. (10,505.93 miles of line represented.)		Group VIII. (22,491.77 miles of line represented.)	
	Amount.	Per mile of line oper- ated.	Amount.	Per mile of line oper- ated.	Amount.	Per mile of line oper- ated.	Amount.	Per mile of line oper- ated.
Gross earnings from operation.	\$84,118,952	\$4,173	\$233,792,992	\$5,586	\$37,438,358	\$3,563	\$91,430,357	\$4,065
Less operating expenses.	57,980,782	2,876	142,151,082	3,397	24,345,992	2,317	63,723,138	2,833
Income from operation.	26,138,170	1,297	91,641,910	2,189	13,092,366	1,246	27,707,219	1,232
Income from other sources.	9,544,825	473	18,277,599	437	2,486,833	237	5,475,255	243
Total income.	35,682,995	1,770	109,919,509	2,626	15,579,199	1,483	33,182,474	1,475
Total deductions from income.	32,117,506	1,593	75,566,361	1,805	18,593,835	1,770	34,582,179	1,537
Net income..	3,565,489	177	34,353,148	821	³ 3,014,636	³ 287	³ 1,399,705	³ 62
Total dividends (including "Other payments from net income").	2,813,128	140	⁴ 20,550,455	491	2,771,722	264	1,506,310	67
Surplus from operations.	752,361	37	13,802,693	330	³ 5,786,358	³ 551	³ 2,906,015	³ 129

¹ Includes \$58,804, "Other payments from net income."² Includes \$382,856, "Other payments from net income."³ Deficit.⁴ Includes \$46,074, "Other payments from net income."

CONDENSED INCOME ACCOUNT, BY GROUPS—Continued.

Item.	Group IX. (10,829.41 miles of line represented.)		Group X. (13,773.15 miles of line represented.)	
	Amount.	Per mile of line oper- ated.	Amount.	Per mile of line oper- ated.
Gross earnings from operation.....	\$42,499,217	\$3,525	\$61,177,461	\$4,442
Less operating expenses.....	32,627,893	3,013	40,713,489	2,956
Income from operation.....	9,871,324	912	20,463,972	1,486
Income from other sources	2,019,053	186	13,872,834	1,007
Total income.....	11,890,377	1,098	34,336,806	2,493
Total deductions from income	15,878,749	1,466	36,493,630	2,649
Net income	¹ 3,988,372	¹ 368	¹ 2,156,824	¹ 156
Total dividends (including "Other payments from net income").	69,456	7	² 485,422	35
Surplus from operations	¹ 4,057,828	¹ 375	¹ 2,642,246	¹ 191

¹ Deficit.² Includes \$6,652, "Other payments from net income."

The income account, though simple in its idea and structure, is the result of a combination of many items, and it is the design of the summaries which follow to analyze this combination in such a manner as to obviate any possibility of misunderstanding respecting the character of the totals that have been presented. These analyses follow the order named on page 62, in the titles preceding this series of summaries.

COMPARATIVE SUMMARY OF EARNINGS AND INCOME AND ANALYSIS OF EARNINGS FROM OPERATION FOR THE YEARS ENDING JUNE 30, 1896 AND 1895.

Source of income.	Gross amount.		Proportion to total earnings.		Proportion to total earnings and income.		Increase of 1896 over 1895.	
	1896. ¹	1895. ²	1896. ¹	1895. ²	1896. ¹	1895. ²	Amount.	Per cent.
			<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>		
Passenger revenue.	\$266,562,533	\$252,246,180	23.18	23.45	20.83	20.89	\$14,316,353	5.68
Mail	32,379,819	30,969,746	2.82	2.88	2.53	2.56	1,410,073	4.55
Express	24,880,383	24,284,508	2.16	2.26	1.95	2.01	595,875	2.45
Other earnings, pas- senger service.	6,691,279	6,114,786	.58	.57	.52	.51	576,493	8.90
Freight revenue ...	786,615,837	729,993,462	68.39	67.88	61.50	60.44	56,622,375	7.76
Other earnings, freight service.	3,885,890	4,140,850	.34	.39	.30	.34	³ 254,960	³ 6.16
Other earnings from operation.	28,574,237	27,088,987	2.48	2.52	2.24	2.24	1,485,250	5.48
Unclassified	⁴ 579,398	⁵ 532,943	.05	.05	.05	.04	46,455	8.72
Total earnings from opera- tion.	1,150,169,376	1,075,371,462	100.	100.	.....	.....	74,797,914	6.95
Income from other sources.	129,024,731	132,432,133	.....	.....	10.08	10.97	³ 3,407,402	³ 2.57
Total earnings and income.	1,279,194,107	1,207,803,595	.....	.....	100.	100.	71,390,512	5.91

¹ 181,982.64 miles of line represented.² 177,746.25 miles of line represented.³ Decrease.⁴ Covers twelve roads making no classification of earnings under the several heads.⁵ Covers seven roads making no classification of earnings under the several heads.

Passenger revenue during the year ending June 30, 1896, was \$266,562,533, being an increase of \$14,316,353 as compared with the previous year. Both mail and express yield a slight increase to the railways, the revenue from the mail service being \$32,379,819, and from the express service \$24,880,383.

Freight revenue during the year covered by the report was \$786,615,837, being an increase of \$56,622,375 as compared with the previous year. By referring to the columns in the above summary, which show the proportion of the earnings of the several items named to total earnings, it appears that there has been a decrease in the proportion of earnings from the passenger service, and an increase in the proportion of earnings from the freight service during the year 1896 as compared with the previous year. This is in harmony with the facts presented in a previous summary, showing that there has been a greater relative increase in the density of freight traffic than in the density of passenger traffic.

The summaries which follow present the figures of the previous analysis by territorial groups.

SUMMARY OF EARNINGS AND INCOME AND ANALYSIS OF EARNINGS FROM OPERATION, BY GROUPS.

Source of income.	Group I. (7,714.24 miles of line represented.)			Group II. (20,481.32 miles of line represented.)		
	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.
Passenger revenue.....	\$35,865,222	40.61	36.07	\$65,946,004	22.71	19.65
Mail	1,685,778	1.91	1.70	5,161,420	1.78	1.54
Express	2,423,720	2.74	2.44	6,663,698	2.29	1.99
Other earnings, passenger service..	1,292,064	1.46	1.30	1,020,223	.35	.30
Freight revenue	45,079,579	51.05	45.33	203,786,961	70.16	60.72
Other earnings, freight service.....	1,168,112	1.32	1.17	842,086	.29	.25
Other earnings from operation.....	784,531	.89	.79	6,993,492	2.41	2.09
Unclassified	¹ 12,814	.02	.01	² 34,810	.01	.01
Total earnings from operation	88,311,820	100.	.....	290,448,694	100.	.....
Income from other sources.....	11,129,217	.....	11.19	45,138,311	.....	13.45
Total earnings and income...	99,441,037	.....	100.	335,587,005	.....	100.

¹ Covers one road making no classification of earnings under the several heads.

² Covers two roads making no classification of earnings under the several heads.

SUMMARY OF EARNINGS AND INCOME AND ANALYSIS OF EARNINGS FROM OPERATION, BY GROUPS—Continued.

Source of income.	Group III. (23,223.31 miles of line represented.)			Group IV. (10,955.31 miles of line represented.)		
	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.
Passenger revenue.....	\$38,965,984	22.16	20.15	\$9,876,703	21.89	20.30
Mail	5,425,930	3.09	2.81	1,660,562	3.68	3.41
Express	3,893,545	2.21	2.01	742,160	1.64	1.53
Other earnings, passenger service..	816,316	.46	.42	113,355	.25	.23
Freight revenue	122,696,667	69.79	63.44	31,761,914	70.38	65.28
Other earnings, freight service	686,146	.39	.35	162,889	.36	.34
Other earnings from operation	3,336,616	1.90	1.74	764,718	1.69	1.57
Unclassified				¹ 48,020	.11	.10
Total earnings from operation	175,821,204	100.	.....	45,130,321	100.	.....
Income from other sources.....	17,560,433	.....	9.08	3,520,371	.....	7.24
Total earnings and income..	193,381,637	.....	100.	48,650,692	.....	100.

Source of income.	Group V. (20,157.92 miles of line represented.)			Group VI. (41,850.28 miles of line represented.)		
	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.
Passenger revenue.....	\$18,979,581	22.55	20.26	\$47,022,033	20.11	18.65
Mail	2,705,552	3.22	2.89	7,094,390	3.03	2.82
Express	1,756,055	2.09	1.88	4,271,884	1.83	1.70
Other earnings, passenger service..	342,258	.41	.37	1,703,965	.73	.68
Freight revenue.....	57,700,972	68.59	61.60	164,849,590	70.51	65.40
Other earnings, freight service.....	374,494	.45	.40	414,693	.18	.16
Other earnings from operation	2,024,762	2.41	2.16	8,202,963	3.51	3.25
Unclassified	² 235,278	.28	.25	¹ 233,474	.10	.09
Total earnings from operation	84,118,952	100.	.....	233,792,992	100.	.....
Income from other sources.....	9,544,825	.....	10.19	18,277,599	.....	7.25
Total earnings and income...	93,663,777	.....	100.	252,070,591	.....	100.

¹ Covers two roads making no classification of earnings under the several heads.² Covers three roads making no classification of earnings under the several heads.

SUMMARY OF EARNINGS AND INCOME AND ANALYSIS OF EARNINGS FROM OPERATION, BY GROUPS—Continued.

Source of income.	Group VII. (10,505.93 miles of line represented.)			Group VIII. (22,491.77 miles of line represented.)		
	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.
Passenger revenue.....	\$6,745,192	18.02	16.90	\$18,101,668	19.80	18.68
Mail.....	2,057,416	5.49	5.15	3,186,761	3.49	3.29
Express.....	779,228	2.08	1.95	2,400,516	2.63	2.48
Other earnings, passenger service..	203,042	.54	.51	266,599	.29	.28
Freight revenue.....	26,843,836	71.70	67.24	63,797,633	69.77	65.83
Other earnings, freight service....	5,924	.02	.01	111,753	.12	.12
Other earnings from operation.....	803,720	2.15	2.01	3,550,988	3.88	3.66
Unclassified.....				¹ 14,439	.02	.01
Total earnings from operation.	37,438,358	100.	.....	91,430,357	100.	.....
Income from other sources.....	2,486,833	.....	6.23	5,475,255	.....	5.65
Total earnings and income....	39,925,191	.....	100.	96,905,612	.....	100.

Source of income.	Group IX. (10,829.41 miles of line represented.)			Group X. (13,773.15 miles of line represented.)		
	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.	Gross amount.	Proportion to total earnings.	Proportion to total earnings and income.
Passenger revenue.....	\$8,760,014	20.61	19.67	\$16,300,132	26.64	21.72
Mail.....	1,227,317	2.89	2.76	2,174,693	3.55	2.90
Express.....	795,554	1.87	1.79	1,154,023	1.89	1.54
Other earnings, passenger service..	210,120	.49	.47	723,337	1.18	.96
Freight revenue.....	30,596,931	72.00	68.72	39,501,754	64.57	52.64
Other earnings, freight service....	96,230	.23	.22	23,563	.04	.03
Other earnings from operation.....	812,488	1.91	1.83	1,299,959	2.13	1.73
Unclassified.....	¹ 563	(²)	.....			
Total earnings from operation.	42,499,217	100.	.....	61,177,461	100.	.....
Income from other sources.....	2,019,053	.....	4.54	13,872,834	.....	18.48
Total earnings and income....	44,518,270	.....	100.	75,050,295	.....	100.

¹ Covers one road making no classification of earnings under the several heads.² Less than .01 per cent.

The next item which appears on the income account is "Income from other sources," by which is meant income from sources other than the sale of transportation service. It includes income from investments in stocks and bonds, from lease of road, and from miscellaneous sources. By far the larger proportion of railway investments takes the form of investments in the stocks and bonds of railway corporations. The amount of the investments from which this income accrues may be found by turning to the summary on page 50.

SUMMARY OF INCOME FROM OTHER SOURCES, BY GROUPS.

Territory covered.	Lease of road.	Stocks.	Bonds.	Miscellaneous.	Total.		Decrease, 1896 under 1895.
					1896.	1895.	
Group I	\$9,168,873	\$863,704	\$257,001	\$839,639	\$11,129,217	\$9,240,015	¹ \$1,889,202
Group II	34,033,662	4,268,456	3,244,153	3,592,040	45,138,311	46,887,389	1,749,078
Group III	13,045,557	2,261,457	451,350	1,802,069	17,560,433	18,235,179	674,746
Group IV	2,506,728	116,567	108,315	788,761	3,520,371	3,152,809	¹ 367,562
Group V	6,299,488	608,371	652,571	1,984,395	9,544,825	8,429,874	¹ 1,114,951
Group VI	9,658,912	3,041,792	3,297,145	2,279,750	18,277,599	17,806,001	¹ 471,598
Group VII	1,194,266	607,292	324,897	360,378	2,486,833	3,531,958	1,045,125
Group VIII	2,856,649	414,817	753,582	1,450,207	5,475,255	5,765,928	290,673
Group IX	1,296,554	.....	239,181	483,318	2,019,053	1,791,412	¹ 227,641
Group X	11,856,280	270,237	232,681	1,513,636	13,872,834	17,591,568	3,718,734
United States, 1896.	91,916,969	12,452,693	9,560,876	15,094,193	129,024,731	132,432,133	3,407,402
United States, 1895.	92,879,513	11,797,543	10,454,140	17,300,937	132,432,133	.....	.....
United States, 1894.	96,043,754	15,742,331	10,175,649	20,855,071	142,816,805	.....	.....
United States, 1893.	103,103,690	14,963,580	11,009,585	20,572,760	149,649,615	.....	.....
United States, 1892.	95,968,458	12,970,735	11,028,053	21,993,536	141,960,782	.....	.....
United States, 1891.	87,491,430	12,388,153	9,844,461	24,187,082	133,911,126	.....	.....
United States, 1890.	78,409,142	12,629,313	8,528,394	27,200,215	126,767,064	.....	.....

¹ Increase.

From the above summary it appears that the income to the railways of the United States from investments in stocks amounted, during the year covered by this report, to \$12,452,693, while the income accruing from bonds owned amounted to \$9,560,876. The income from lease of road for the same period was \$91,916,969. These several amounts, together with miscellaneous income, make up an aggregate of "Income from other sources" of \$129,024,731, being the amount already presented in the condensed income account, page 63. As compared with the corresponding item for the previous year, the above summary shows a decrease in "Income from other sources" of \$3,407,402, which indicates that the railways during the year covered by this report, as also during the previous year, availed themselves of their reserve investments in making headway against adverse financial conditions. The decrease in the investment itself has already been referred to.

Reference was made in last year's report to the fact that a very considerable portion of the decrease in this source of revenue was due to the financial management of railways lying in Groups IX and X. The groups which, for the year covered by this report, have very considerably reduced their income from investments are Group II, including the States of New York and Pennsylvania, Group VII, including the territory lying between the Missouri River and the Rocky Mountains,

and north of Colorado and Kansas, Group X, including the Pacific territory lying west of the Rocky Mountains.

The next summary presents an analysis of operating expenses under the four general headings: Maintenance of Way and Structures, Maintenance of Equipment, Conducting Transportation, and General Expenses. It also embraces the expenditures, for both operating and subsidiary roads, that appear on the income account under the caption "Deductions from income." Both of these groups of expenditures are classified in subsequent tables. They are brought together in the following summary for the purpose of presenting a concise statement of all railway expenditures.

COMPARATIVE SUMMARY OF EXPENDITURES AND ANALYSIS OF OPERATING EXPENSES FOR THE YEARS ENDING JUNE 30, 1896 AND 1895.

Source of expenditure.	Amount.		Proportion to total operating expenses.		Proportion to total expenditures.		Increase 1896 over 1895.	
	1896. ¹	1895. ²	1896. ¹	1895. ²	1896. ¹	1895. ²	Amount.	Per cent.
Maintenance of way and structures.	\$160,344,950	\$143,976,344	<i>Per ct.</i> 20.75	<i>Per ct.</i> 19.84	<i>Per ct.</i> 14.27	<i>Per ct.</i> 13.28	\$16,368,606	11.37
Maintenance of equipment.	133,381,998	113,788,709	17.26	15.68	11.88	10.50	19,593,289	17.22
Conducting transportation.	442,217,582	431,148,963	57.20	59.41	39.37	39.76	11,068,619	2.57
General expenses....	36,083,285	35,907,017	4.67	4.95	3.21	3.31	176,268	.49
Unclassified	³ 961,229	⁴ 899,382	.12	.12	.09	.08	61,847	6.88
Total operating expenses.	772,989,044	725,720,415	100.	100.	.....	.....	47,268,629	6.51
Fixed charges	350,250,493	358,551,762	.....	.....	31.18	33.07	.....	.....
Total expenditures, operating roads.	1,123,239,537	1,084,272,177	.....	.....	100.	100.	.....	.....
Fixed charges, subsidiary roads.	66,322,644	67,415,159	.....	.....	.....	.....	.....	.....
Total expenditures, all roads.	1,189,562,181	1,151,687,336	.....	.....	.....	.....	.....	.....

¹ 181,982.64 miles of line represented.

² 177,746.25 miles of line represented.

³ Covers twenty-six roads making no classification of operating expenses under the four general heads and unclassified amounts reported by two roads.

⁴ Covers sixteen roads making no classification of operating expenses under the four general heads.

From the above summary it appears that the expenditure of railways during the year ending June 30, 1896, for Maintenance of way and structures was \$160,344,950; the expenditure for Maintenance of equipment was \$133,381,998; the expenditure for Conducting transportation was \$442,217,582; while the expenditure for General expenses was \$36,083,285. These amounts, together with a relatively small

amount of unclassified expenditure, show the aggregate of operating expenses to have been \$772,989,044.

The interesting fact presented in the above table pertains to the distribution of the increase in the several items of operating expenses. It will be remembered that, in the statistical report for the year ending June 30, 1894, attention was called to the fact that the decrease in operating expenses was greater for Maintenance of way and structures and Maintenance of equipment than for Conducting transportation. The reports of railways for the year under consideration show the reverse to have been the case. Thus, the increase in the amount of expenditure for Maintenance of way and structures during the year was \$16,368,606, showing a percentage increase of 11.37 per cent, and accounting for 34.63 per cent of the aggregate increase in operating expenses. The increase of expenditures for Maintenance of equipment during the year covered by the report, as compared with the previous year, was \$19,593,289, showing a percentage increase of 17.22 per cent, and accounting for 41.45 per cent of the aggregate increase in operating expenses. These figures suggest that, while it is possible for roads to borrow from their equipment and their maintenance of way to overcome a temporary embarrassment, it is a debt which must be quickly paid, a statement which a detailed examination of the figures declares to be of general application.

The summaries which follow present an analysis, by groups, of operating expenses and other payments.

SUMMARY OF EXPENDITURES AND ANALYSIS OF OPERATING EXPENSES, BY GROUPS.

Source of expenditure.	Group I. (7,714.24 miles of line represented.)			Group II. (20,481.32 miles of line represented.)		
	Amount.	Proportion to total operating expenses.	Proportion to total expenditures.	Amount.	Proportion to total operating expenses.	Proportion to total expenditures.
Maintenance of way and structures.	\$12,427,440	20.12	15.24	\$34,056,492	17.62	12.26
Maintenance of equipment.....	10,298,643	16.67	12.63	36,243,126	18.75	13.04
Conducting transportation.....	36,648,423	59.33	44.93	114,947,178	59.49	41.37
General expenses.....	2,390,105	3.87	2.93	7,597,904	3.93	2.73
Unclassified	¹ 8,916	.01	.01	² 403,221	.21	.15
Total operating expenses	61,773,527	100.	.....	193,247,921	100.	.....
Fixed charges	19,786,354	.....	24.26	84,625,422	.....	30.45
Total expenditures, operating roads.	81,559,881	.....	100.	277,873,343	.....	100.
Fixed charges, subsidiary roads ...	3,719,980	.....	.....	23,101,800	.....	.....
Total expenditures, all roads.	85,279,861	.....	.....	300,975,143	.....	.....

¹ Covers one road making no classification of operating expenses under the four general heads.

² Covers two roads making no classification of operating expenses under the four general heads, and unclassified amounts reported by two roads.

SUMMARY OF EXPENDITURES AND ANALYSIS OF OPERATING EXPENSES, BY
GROUPS—Continued.

Source of expenditure.	Group III. (23,223.31 miles of line represented.)			Group IV. (10,955.31 miles of line represented.)		
	Amount.	Proportion to total operating expenses.	Proportion to total expenditures.	Amount.	Proportion to total operating expenses.	Proportion to total expenditures.
Maintenance of way and structures.	\$22,843,461	18.20	13.10	\$6,722,779	21.75	14.74
Maintenance of equipment.....	23,324,442	18.59	13.37	5,902,224	19.10	12.94
Conducting transportation.....	74,723,121	59.53	42.84	16,327,371	52.82	35.80
General expenses.....	4,624,108	3.68	2.65	1,957,714	6.33	4.29
Unclassified						
Total operating expenses....	125,515,132	100.		30,910,088	100.	
Fixed charges	48,901,035		28.04	14,702,476		32.23
Total expenditures, operating roads	174,416,167		100.	45,612,564		100.
Fixed charges, subsidiary roads....	6,371,650			2,132,160		
Total expenditures, all roads.	180,787,817			47,744,724		

Source of expenditure.	Group V. (20,157.92 miles of line represented.)			Group VI. (41,850.28 miles of line represented.)		
	Amount.	Proportion to total operating expenses.	Proportion to total expenditures.	Amount.	Proportion to total operating expenses.	Proportion to total expenditures.
Maintenance of way and structures.	\$14,214,086	24.52	16.67	\$31,039,518	21.84	14.73
Maintenance of equipment.....	9,541,994	16.45	11.19	23,300,384	16.39	11.06
Conducting transportation	30,806,483	53.13	36.14	80,178,957	56.40	38.06
General expenses.....	3,209,329	5.54	3.76	7,408,502	5.21	3.52
Unclassified	¹ 208,890	.36	.25	² 223,721	.16	.10
Total operating expenses....	57,980,782	100.		142,151,082	100.	
Fixed charges	27,272,189		31.99	68,534,351		32.53
Total expenditures, operating roads.	85,252,971		100.	210,685,433		100.
Fixed charges, subsidiary roads...	4,845,317			7,032,010		
Total expenditures, all roads.	90,098,288			217,717,443		

¹ Covers eight roads making no classification of operating expenses under the four general heads.² Covers three roads making no classification of operating expenses under the four general heads.

SUMMARY OF EXPENDITURES AND ANALYSIS OF OPERATING EXPENSES, BY GROUPS—Continued.

Source of expenditure.	Group VII. (10,505.93 miles of line represented.)			Group VIII. (22,491.77 miles of line represented.)		
	Amount.	Proportion to total operating expenses.	Proportion to total expenditures.	Amount.	Proportion to total operating expenses.	Proportion to total expenditures.
Maintenance of way and structures.	\$5,469,137	22.47	13.20	\$15,307,143	24.02	16.24
Maintenance of equipment.....	4,444,632	18.26	10.72	9,782,644	15.35	10.38
Conducting transportation.....	12,923,520	53.08	31.19	35,159,366	55.18	37.32
General expenses.....	1,485,973	6.10	3.59	3,425,377	5.37	3.64
Unclassified	¹ 22,730	.09	.05	² 48,608	.08	.05
Total operating expenses....	24,345,992	100.	.....	63,723,138	100.	.....
Fixed charges.....	17,091,850	.....	41.25	30,499,782	.....	32.37
Total expenditures, operating roads.	41,437,842	.....	100.	94,222,920	.....	100.
Fixed charges, subsidiary roads....	1,501,985	.....	.....	4,082,397	.....	.....
Total expenditures, all roads.	42,939,827	.....	.....	98,305,317	.....	.....

Source of expenditure.	Group IX. (10,829.41 miles of line represented.)			Group X. (13,773.15 miles of line represented.)		
	Amount.	Proportion to total operating expenses.	Proportion to total expenditures.	Amount.	Proportion to total operating expenses.	Proportion to total expenditures.
Maintenance of way and structures.	\$8,132,377	24.92	17.00	\$10,132,517	24.89	15.74
Maintenance of equipment.....	4,405,895	13.50	9.21	6,138,014	15.07	9.54
Conducting transportation.....	18,354,864	56.27	38.38	22,148,299	54.40	34.41
General expenses.....	1,714,432	5.25	3.59	2,269,841	5.57	3.53
Unclassified	³ 20,325	.06	.04	² 24,818	.07	.04
Total operating expenses....	32,627,893	100.	.....	40,713,489	100.	.....
Fixed charges	15,197,880	.....	31.78	23,639,154	.....	36.74
Total expenditures, operating roads.	47,825,773	.....	100.	64,352,643	.....	100.
Fixed charges, subsidiary roads....	680,869	.....	.....	12,854,476	.....	.....
Total expenditures, all roads.	48,506,642	.....	.....	77,207,119	.....	.....

¹ Covers one road making no classification of operating expenses under the four general heads.² Covers four roads making no classification of operating expenses under the four general heads.³ Covers three roads making no classification of operating expenses under the four general heads.

In the next summary will be found an analysis of operating expenses. This is the first year in which it has been possible to present a comparative statement of operating expenses under the revised classification.

SUMMARY SHOWING CLASSIFICATION OF OPERATING EXPENSES OF RAILWAYS IN THE UNITED STATES FOR THE YEARS ENDING JUNE 30, 1896 AND 1895.

Item.	Amount.	
	1896.	1895.
Maintenance of way and structures:		
1. Repairs of roadway.....	\$77,501,102	\$69,106,141
2. Renewals of rails.....	10,419,393	10,124,633
3. Renewals of ties.....	21,855,268	19,900,837
4. Repairs and renewals of bridges and culverts.....	16,347,620	15,312,954
5. Repairs and renewals of fences, road crossings, signs, and cattle guards.	4,049,534	3,508,856
6. Repairs and renewals of buildings and fixtures.....	12,948,641	11,127,444
7. Repairs and renewals of docks and wharves.....	1,948,636	1,590,635
8. Repairs and renewals of telegraph.....	972,446	906,348
9. Stationery and printing.....	193,913	222,495
10. Other expenses.....	2,684,407	2,053,498
Total.....	148,920,960	133,853,841
Maintenance of equipment:		
11. Superintendence.....	4,807,224	4,247,419
12. Repairs and renewals of locomotives.....	43,150,823	38,218,439
13. Repairs and renewals of passenger cars.....	15,990,268	14,927,860
14. Repairs and renewals of freight cars.....	51,910,309	40,561,700
15. Repairs and renewals of work cars.....	1,049,314	818,899
16. Repairs and renewals of marine equipment.....	1,245,109	1,131,337
17. Repairs and renewals of shop machinery and tools.....	3,753,775	3,070,953
18. Stationery and printing.....	291,116	275,692
19. Other expenses.....	3,321,494	3,169,301
Total.....	125,519,432	106,421,600
Conducting transportation:		
20. Superintendence.....	12,494,620	11,602,260
21. Engine and roundhouse men.....	70,243,683	66,961,211
22. Fuel for locomotives.....	69,786,920	70,271,745
23. Water supply for locomotives.....	4,988,998	4,886,485
24. Oil, tallow, and waste for locomotives.....	2,734,361	2,790,619
25. Other supplies for locomotives.....	1,655,556	1,351,558
26. Train service.....	56,182,337	53,968,637
27. Train supplies and expenses.....	11,233,426	10,305,930
28. Switchmen, flagmen, and watchmen.....	29,732,359	28,088,990
29. Telegraph expenses.....	14,273,549	14,027,252
30. Station service.....	55,647,544	54,773,753
31. Station supplies.....	5,731,378	5,915,637
32. Switching charges—balance.....	2,567,074	2,320,286
33. Car mileage—balance.....	14,821,688	14,153,929
34. Hire of equipment.....	2,326,142	2,590,385
35. Loss and damage.....	5,591,312	5,295,161
36. Injuries to persons.....	6,060,690	6,383,171
37. Clearing wrecks.....	909,188	881,059
38. Operating marine equipment.....	5,958,607	5,726,281
39. Advertising.....	3,014,518	2,896,811
40. Outside agencies.....	11,308,133	10,960,656

SUMMARY SHOWING CLASSIFICATION OF OPERATING EXPENSES OF RAILWAYS IN THE UNITED STATES, ETC.—Continued.

Item.	Amount.	
	1896.	1895.
Conducting transportation—Continued.		
41. Commissions	\$1 211, 298	\$1, 042, 117
42. Stock yards and elevators	910, 321	783, 318
43. Rents for tracks, yards, and terminals	12, 602, 109	11, 662, 689
44. Rents of buildings and other property	3, 625, 237	3, 356, 070
45. Stationery and printing	4, 443, 871	3, 976, 411
46. Other expenses	3, 945, 620	4, 519, 625
Total	414, 000, 539	401, 492, 046
General expenses:		
47. Salaries of general officers	8, 751, 208	8, 996, 698
48. Salaries of clerks and attendants	10, 171, 801	9, 349, 366
49. General office expenses and supplies	2, 243, 415	2, 129, 778
50. Insurance	3, 215, 625	3, 291, 206
51. Law expenses	5, 233, 788	5, 443, 294
52. Stationery and printing (general offices)	1, 189, 892	1, 162, 892
53. Other expenses	2, 484, 106	3, 087, 919
Total	33, 289, 835	33, 461, 153
Recapitulation of expenses:		
54. Maintenance of way and structures	148, 920, 960	133, 853, 841
55. Maintenance of equipment	125, 519, 432	106, 421, 600
56. Conducting transportation	414, 000, 539	401, 492, 046
57. General expenses	33, 289, 835	33, 461, 153
Grand Total	¹ 721, 730, 766	² 675, 228, 640

¹ Excludes \$51,258,278, unclassified.² Excludes \$50,491,775, unclassified.

Corresponding to the analysis of operating expenses, the summary now introduced presents an analysis of those deductions from the "total income" which must be made before arriving at the final "net income" available for dividends. The items included under this head are salaries and maintenance of organization of subsidiary lines, accrued interest on funded debt, interest on interest-bearing current liabilities, rents paid for lease of road, taxes, permanent improvements charged to income account, and other deductions. The summary further shows the aggregate of operating expenses and fixed charges, and the proportion of the aggregate of expenditures assignable to operation and to the financial accounts. The bold-face type which appears in this summary indicates the expenditures of this class which accrue to subsidiary companies not maintaining operating accounts. It may be that a rent paid by an operating company for the lease of a subsidiary line will appear in the income account of the subsidiary line as interest on funded debt. The aggregate of the figures in bold-face type indicates the extent of this class of duplications.

SUMMARY OF EXPENDITURES AND ANALYSIS OF FIXED CHARGES, BY GROUPS.

Territory covered.	Class of road.	Total fixed charges.	Designation of fixed charges.			
			Salaries and maintenance of organization.	Interest on funded debt.	Interest on interest-bearing current liabilities.	Rents paid for lease of road.
Group I	Operating companies ...	\$19,786,354	.....	\$4,537,728	\$1,459,933	\$9,760,512
	Operated companies	3,719,980	\$63,944	3,421,076	37,736	36,224
	Total	23,506,334	63,944	7,958,804	1,497,669	9,796,736
Group II	Operating companies ...	84,625,422	.....	34,194,833	1,542,047	33,533,785
	Operated companies	23,101,800	210,830	19,737,909	635,313	78,007
	Total	107,727,222	210,830	53,932,742	2,177,360	33,611,792
Group III	Operating companies ...	48,901,035	.....	26,376,711	940,840	13,555,319
	Operated companies	6,371,650	83,285	5,015,496	66,624	184,727
	Total	55,272,685	83,285	31,392,207	1,007,464	13,740,046
Group IV	Operating companies ...	14,702,476	.....	10,386,031	253,272	2,033,667
	Operated companies	2,132,160	15,998	1,789,232	68,000	39,551
	Total	16,834,636	15,998	12,175,263	321,272	2,073,218
Group V	Operating companies ...	27,272,189	.....	16,601,008	836,165	6,753,469
	Operated companies	4,845,317	16,019	4,416,812	154,197	605
	Total	32,117,506	16,019	21,017,820	990,362	6,754,074
Group VI	Operating companies ...	68,534,351	.....	44,431,393	1,164,194	9,091,569
	Operated companies	7,032,010	51,769	6,501,395	37,081	148,756
	Total	75,566,361	51,769	50,932,788	1,201,275	9,240,325
Group VII	Operating companies ...	17,091,850	.....	12,151,314	100,130	1,716,241
	Operated companies	1,501,985	1,534	1,499,693	.....	.....
	Total	18,593,835	1,534	13,651,007	100,130	1,716,241
Group VIII	Operating companies ...	30,499,782	.....	22,296,812	431,622	2,378,041
	Operated companies	4,082,397	7,390	3,737,042	.....	317,100
	Total	34,582,179	7,390	26,033,854	431,622	2,695,141
Group IX	Operating companies ...	15,197,880	.....	11,764,664	339,834	1,320,512
	Operated companies	680,869	565	676,960	.....	.....
	Total	15,878,749	565	12,441,624	339,834	1,320,512
Group X	Operating companies ...	23,639,154	.....	8,582,503	342,798	12,024,237
	Operated companies	12,854,476	94,134	11,505,565	59,277	.....
	Total	36,493,630	94,134	20,088,068	402,075	12,024,237
United States 1896	Operating companies ...	350,250,493	.....	191,322,997	7,410,835	92,167,352
	Operated companies	66,322,644	545,468	58,301,180	1,058,228	804,970
	Total	416,573,137	545,468	249,624,177	8,469,063	92,972,322
United States 1895.	Operating companies ...	358,551,762	.....	194,595,046	7,218,389	92,967,910
	Operated companies	67,415,159	589,523	57,917,874	641,872	1,356,828
	Total	425,966,921	589,523	252,512,920	7,860,261	94,324,738
United States 1894.	Operating companies ...	358,326,927	.....	191,646,269	9,200,390	96,609,663
	Operated companies	70,681,383	509,257	61,133,254	1,038,800	1,715,383
	Total	429,008,310	509,257	252,779,523	10,239,190	98,325,046
United States 1893.	Operating companies ...	358,572,992	.....	188,325,917	6,580,421	105,049,235
	Operated companies	72,849,164	589,872	61,850,970	1,409,087	2,173,686
	Total	431,422,156	589,872	250,176,887	7,989,508	107,222,921

SUMMARY OF EXPENDITURES AND ANALYSIS OF FIXED CHARGES, BY
GROUPS—Continued.

Territory covered.	Class of road.	Total fixed charges.	Designation of fixed charges.			
			Salaries and main-tenance of organi-zation.	Interest on funded debt.	Interest on interest-bearing current liabilities.	Rents paid for lease of road.
United States 1892.	Operating companies ...	\$348,935,134	.....	\$183,256,853	\$6,710,535	\$100,060,600
	Operated companies	67,469,804	\$665,212	56,818,042	1,225,338	2,151,045
	Total	416,404,938	665,212	240,074,895	7,935,873	102,211,645
United States 1891.	Operating companies ...	326,886,541	.....	171,511,969	7,401,989	93,666,139
	Operated companies	61,821,171	.....	48,009,036	769,505	2,478,997
	Total	388,707,712	.....	219,521,005	8,171,494	96,145,136
United States 1890.	Operating companies ...	316,371,974	.....	166,362,642	7,116,953	90,141,973
	Operated companies	68,420,164	.....	55,137,060	997,815	1,831,022
	Total	384,792,138	.....	221,499,702	8,114,768	91,972,995

Territory covered.	Class of road.	Designation of fixed charges.			Summary of expenditures.		
		Taxes.	Perma-nent improve-ments charged to income account.	Other de-ductions.	Total of operating expenses and fixed charges.	Propor-tion assign-able to opera-tion.	Propor-tion assign-able to fixed charges.
Group I.....	Operating companies	\$3,263,270	\$23,000	\$741,911	\$81,559,881	<i>Per ct.</i> 75.74	<i>Per ct.</i> 24.26
	Operated companies.	19,549	.....	141,451	3,719,980	.....	.....
	Total.....	3,282,819	23,000	883,362	85,279,861	.....	.....
Group II.....	Operating companies	7,012,774	1,194,851	7,147,132	277,873,343	69.55	30.45
	Operated companies.	985,099	271,586	1,183,056	23,101,800	.....	.....
	Total.....	7,997,873	1,466,437	8,330,188	300,975,143	.....	.....
Group III.....	Operating companies	5,894,572	932,577	1,201,016	174,416,167	71.96	28.04
	Operated companies.	467,433	39,558	514,527	6,371,650	.....	.....
	Total.....	6,362,005	972,135	1,715,543	180,787,817	.....	.....
Group IV.....	Operating companies	1,279,938	12,345	737,223	45,612,564	67.77	32.23
	Operated companies.	102,668	15,097	101,614	2,132,160	.....	.....
	Total.....	1,382,606	27,442	838,837	47,744,724	.....	.....
Group V.....	Operating companies	2,471,467	309,584	300,496	85,252,971	68.01	31.99
	Operated companies.	226,109	.....	31,575	4,845,317	.....	.....
	Total.....	2,697,576	309,584	332,071	90,098,288	.....	.....
Group VI.....	Operating companies	8,783,409	1,254,325	3,809,461	210,685,433	67.47	32.53
	Operated companies.	85,401	13,867	193,741	7,032,010	.....	.....
	Total.....	8,868,810	1,268,192	4,003,202	217,717,443	.....	.....
Group VII.....	Operating companies	1,661,177	102	1,462,886	41,437,842	58.75	41.25
	Operated companies.	740	.....	18	1,501,985	.....	.....
	Total.....	1,661,917	102	1,462,904	42,939,827	.....	.....
Group VIII.....	Operating companies	4,148,485	272,201	972,621	94,222,920	67.63	32.37
	Operated companies.	3,058	.....	17,807	4,082,397	.....	.....
	Total.....	4,151,543	272,201	990,428	98,305,317	.....	.....

SUMMARY OF EXPENDITURES AND ANALYSIS OF FIXED CHARGES, BY GROUPS—Continued.

Territory covered.	Class of road.	Designation of fixed charges.			Summary of expenditures.		
		Taxes.	Perma- nent improve- ments charged to income account.	Other de- ductions.	Total of operating expenses and fixed charges.	Propor- tion assign- able to opera- tion.	Propor- tion assign- able to fixed charges.
Group IX	Operating companies	\$1, 175, 344	\$508, 038	\$89, 488	\$47, 825, 773	<i>Per ct.</i> 68. 22	<i>Per ct.</i> 31. 78
	Operated companies.	844	.....	2,500	680,869	.....	.....
	Total.....	1, 176, 188	508, 038	91, 988	48, 506, 642	.....	.....
Group X.....	Operating companies	2, 271, 219	77, 755	340, 642	64, 352, 643	63. 26	36. 74
	Operated companies.	118,235	237,354	839,911	12,854,476	.....	.....
	Total.....	2, 389, 454	315, 109	1, 180, 553	77, 207, 119	.....	.....
United States 1896.	Operating companies	37, 961, 655	4, 584, 778	16,802,876	1,123,239,537	68. 82	31. 18
	Operated companies.	2,009,136	577,462	3,026,209	66,322,644	.....	.....
	Total.....	39, 970, 791	5, 162, 240	19, 829, 076	1,189,562,181	.....	.....
United States 1895.	Operating companies	38, 146, 320	3, 359, 819	22, 264, 278	1,084,272,177	66. 93	33. 07
	Operated companies.	1,686,113	656,563	4,566,386	67,415,159	.....	.....
	Total.....	39, 832, 433	4, 016, 382	26, 830, 664	1,151,687,336	.....	.....
United States 1894.	Operating companies	36, 556, 160	4, 208, 106	20, 106, 339	1,089,741,249	67. 12	32. 88
	Operated companies.	1,569,114	209,897	4,505,678	70,681,383	.....	.....
	Total.....	38, 125, 274	4, 418, 003	24, 612, 017	1,160,422,632	.....	.....
United States 1893.	Operating companies	35, 070, 952	2, 768, 482	20, 777, 985	1,186,494,291	69. 78	30. 22
	Operated companies.	1,443,737	188,587	5,193,225	72,849,164	.....	.....
	Total.....	36, 514, 689	2, 957, 069	25, 971, 210	1,259,343,455	.....	.....
United States 1892.	Operating companies	32, 751, 471	3, 567, 020	22, 588, 655	1,129,933,130	69. 12	30. 88
	Operated companies.	1,302,024	559,253	4,748,890	67,469,804	.....	.....
	Total.....	34, 053, 495	4, 126, 273	27, 337, 545	1,197,402,934	.....	.....
United States 1891.	Operating companies	32, 051, 564	4, 477, 071	17, 777, 809	.....	69. 12	30. 88
	Operated companies.	1,228,531	410,904	4,467,609	.....	.....	.....
	Total.....	33, 280, 095	4, 887, 975	22, 245, 418	.....	.....	.....
United States 1890.	Operating companies	29, 805, 686	3, 568, 554	19, 376, 166	.....	68. 63	31. 37
	Operated companies.	1,401,783	942,954	5,807,434	.....	.....	.....
	Total.....	31, 207, 469	4, 511, 508	25, 183, 600	.....	.....	.....

Referring to the summary for the United States, it appears that the interest on funded debt for the year covered by the report was \$249,624,177, and the interest on interest-bearing current liabilities \$8,469,063. The former of these items shows a decrease, while the latter shows an increase as compared with the previous year. Rents paid for lease of road during the year covered by the report were \$92,972,322, being somewhat less than the amount included in the previous report. The taxes paid by railways during the year ending June 30, 1896, were \$39,970,791, being an amount slightly in excess of the taxes paid the previous year. The other item which claims attention

in the above summary pertains to permanent improvements charged to the income account. There is, unfortunately, no uniformity in the treatment of permanent improvements. Some roads charge them to the income account, some to operating expenses, while others carry them to the capital accounts. Whether one look at the question from the point of view of the public interest, or that of the accountant, the proper method of treating this expenditure is an open question. From the above summary it appears that during the past year the permanent improvements charged to the income account involved an expense of \$5,162,240. The aggregate of operating expenses and fixed charges of operating companies was \$1,123,239,537, of which 68.82 per cent was an operating expense, and 31.18 per cent was assignable to fixed charges. The items which appear in the above summary are fairly constant from year to year. This must be the case in so far as they are truly fixed charges, and the other items are of relatively slight importance.

The next summary shows the percentage of earnings derived from passenger service and from freight service, and also the percentage of operating expenses to operating income for the years 1890 to 1896, inclusive.

SUMMARY SHOWING THE PROPORTION OF EARNINGS FROM OPERATION ASSIGNABLE TO PASSENGER AND FREIGHT SERVICE, AND THE PERCENTAGE OF OPERATING EXPENSES TO OPERATING INCOME, BY GROUPS.

Territory covered.	Earnings from operation.				Percentage of operating expenses to operating income.						
	Pas-senger.	Freight.	Other.	Unclassified.	1896.	1895.	1894.	1893.	1892.	1891.	1890.
	<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>
Group I	46.72	52.37	.89	.02	69.95	68.27	69.33	69.97	69.58	69.50	67.76
Group II	27.13	70.45	2.41	.01	66.53	66.03	65.66	65.87	65.36	64.49	64.92
Group III	27.92	70.18	1.90	.....	71.39	70.84	73.04	71.84	70.43	69.33	68.36
Group IV	27.46	70.74	1.69	.11	68.49	69.50	71.03	69.40	68.57	66.67	67.44
Group V	28.27	69.04	2.41	.28	68.93	68.30	67.76	71.52	70.16	68.95	66.29
Group VI	25.70	70.69	3.51	.10	60.80	62.78	63.65	64.69	62.84	64.16	63.98
Group VII	26.13	71.72	2.15	.....	65.03	68.17	68.44	64.58	61.78	63.57	58.64
Group VIII	26.21	69.89	3.88	.02	69.70	70.38	71.99	68.59	66.73	69.26	64.43
Group IX	25.86	72.23	1.91	(¹)	76.77	71.28	76.47	75.70	78.42	77.90	75.70
Group X	33.26	64.61	2.13	.....	66.55	70.03	67.93	64.98	63.54	63.62	66.32
United States.	28.74	68.73	2.48	.05	67.20	67.48	68.14	67.82	66.67	66.73	65.80

¹ Less than .01 per cent.

SUMMARY OF RESULTS.

1. Comparative Summary of Results, 1896, 1895, 1894, 1893, 1892, 1891, and 1890.

2. Summary of Results, by Groups—Passenger Service.

3. Summary of Results, by Groups—Freight Service.

COMPARATIVE SUMMARY OF RESULTS DEDUCED FROM TABLE III AND TABLE IV FOR THE YEARS ENDING JUNE 30, 1896, 1895, 1894, 1893, 1892, 1891, AND 1890.

Item.	1896.	1895.	1894.	1893.	1892.	1891.	1890.
Revenue per passenger per mile, cents.	2.019	2.040	1.986	2.108	2.126	2.142	2.167
Revenue per ton of freight per mile, cents.	.806	.839	.860	.878	.898	.895	.941
Revenue per train mile, passenger trains.	\$0.98.591	\$0.97.870	\$1.04.897	\$1.06.819	\$1.06.873	\$1.06.111	\$1.08.041
Revenue per train mile, freight trains.	\$1.63.337	\$1.61.190	\$1.55.744	\$1.62.721	\$1.64.611	\$1.63.683	\$1.65.434
Revenue per train mile, all trains.	\$1.39.567	\$1.35.947	\$1.36.958	\$1.43.229	\$1.44.649	\$1.43.345	\$1.44.231
Average cost of running a train 1 mile, all trains, cents.	93.838	91.829	93.478	97.272	96.580	95.707	96.006
Percentage of operating expenses to operating income.	67.20	67.48	68.14	67.82	66.67	66.73	65.80

SUMMARY OF RESULTS DEDUCED FROM TABLE III AND TABLE IV, BY GROUPS—PASSENGER SERVICE.

Territory covered.	Revenue per passenger per mile.	Average revenue from each passenger carried.	Revenue per train mile, passenger trains.	Passenger earnings per mile of road.
	<i>Cents.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Group I.....	1.839	.31.127	1.31.249	5,349.43
Group II.....	1.834	.36.412	.95.576	3,846.99
Group III.....	2.020	.66.403	.90.165	2,114.33
Group IV.....	2.159	.90.267	.87.889	1,131.21
Group V.....	2.173	.93.441	.89.154	1,179.86
Group VI.....	2.181	.64.012	.93.755	1,435.89
Group VII.....	2.564	1.94.815	1.13.282	931.37
Group VIII.....	2.188	1.18.331	.90.512	1,065.08
Group IX.....	2.298	1.21.702	.94.291	1,015.11
Group X.....	2.131	.65.946	1.30.939	1,477.67
United States.....	2.019	.52.078	.98.591	1,816.18

SUMMARY OF RESULTS DEDUCED FROM TABLE III AND TABLE IV, BY GROUPS—
FREIGHT SERVICE.

Territory covered.	Revenue per ton per mile.	Average revenue from each ton of freight carried.	Revenue per train mile, freight trains.	Freight earn- ings per mile of road.
	<i>Cents.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Group I.....	1.213	1.00.343	1.86.044	5,995.11
Group II.....	.672	.76.946	1.69.023	9,991.01
Group III.....	.618	.73.947	1.52.302	5,312.89
Group IV.....	.660	1.37.953	1.38.564	2,914.09
Group V.....	.886	.96.891	1.48.696	2,881.02
Group VI.....	.917	1.32.415	1.65.224	3,948.96
Group VII.....	1.121	1.98.249	1.79.878	2,555.68
Group VIII.....	1.055	1.97.200	1.53.953	2,841.46
Group IX.....	1.118	1.89.033	1.63.291	2,834.24
Group X.....	1.254	2.72.490	1.98.248	2,869.74
United States.....	.806	1.03.378	1.63.337	4,343.83

The first of the above summaries shows certain important computations for the years 1890 to 1896, inclusive. For the year ending June 30, 1896, the revenue per passenger per mile was 2.019 cents, while the revenue per ton per mile was .806 cent. These figures show a slight reduction in both passenger and freight revenue, as compared with any previous year given except in one instance. Notwithstanding the fall in revenue per passenger per mile and per ton of freight per mile, the revenue per train mile for both passenger and freight trains has slightly increased. Thus, the revenue per train mile for passenger trains for the year covered by the report is 98.591 cents, as compared with 97.870 cents the previous year, while the revenue per train mile for freight trains for the same period was \$1.63.337, as compared with \$1.61.190 the preceding year. The revenue per train mile, all trains, for the same period was \$1.39.567, as compared with \$1.35.947 the previous year. These facts permit one to say that in so far as the railways of the country were enabled to make a better showing during the year covered by this report than for the previous year, it is due to increased traffic rather than to the maintenance of rates. The revenue per passenger per mile for the year ending June 30, 1896, was lower than for any previous year, with the single exception of the year 1894, while the revenue per ton of freight per mile was lower than for any previous year without exception.

The second and third of the above summaries make a corresponding statement by territorial groups.

GENERAL BALANCE SHEET.

The general balance sheet of the railways of the United States for the year ending June 30, 1896, is based upon a mileage of 173,860.12. The mileage not covered by this balance sheet, however, is of relatively

unimportant roads, and the figures presented may be accepted as fairly representing the financial conditions of railways on June 30, 1896.

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1896.

[Showing increase and decrease as compared with June 30, 1895, 173,860.12 miles of line represented.]

Item.	Amount.	Increase.	Decrease.
ASSETS.			
Cost of road.....	\$8, 929, 897, 770	\$54, 967, 102	.....
Cost of equipment.....	570, 429, 963	12, 775, 242	.....
Stocks owned.....	600, 786, 616	23, 971, 455	.....
Bonds owned.....	368, 820, 203	14, 145, 566	.....
Cash and current assets.....	344, 559, 935	19, 462, 743	.....
Materials and supplies.....	68, 744, 042	8, 072, 654	.....
Sinking fund and sundries.....	¹ 130, 468, 729	5, 773, 630	.....
Miscellaneous.....	602, 032, 887	12, 123, 168	.....
Total.....	11, 615, 740, 145	151, 291, 560	.....
LIABILITIES.			
Capital stock.....	5, 094, 565, 549	40, 828, 210	.....
Funded debt.....	5, 382, 680, 329	65, 746, 575	.....
Current liabilities.....	613, 097, 103	40, 739, 506	.....
Accrued interest on funded debt not yet payable.....	29, 254, 844	2, 950, 332	.....
Miscellaneous.....	380, 929, 540	5, 615, 425	.....
Profit and loss.....	115, 212, 780	.....	\$4, 588, 488
Total.....	11, 615, 740, 145	151, 291, 560	.....

¹ Sinking fund, \$80,113,795; sundries, \$50,354,934.

It does not seem necessary to comment upon the above summary further than to say that the change in stocks and in bonds which it presents can not be checked against the increase and decrease in railway capital presented in the summary on page 46. This is true because the statement of railway capital excludes duplications that arise from the fact that the securities of one company are used as the guarantee for the securities of other companies, a financial proceeding which results in the issue of two sets of commercial paper upon the same property. The balance sheet is obliged to include the securities of all corporations which at the time of report exist under such conditions as render them liable for a report to the Commission.

In the report for the year ending June 30, 1894, there was inserted a summary designed to show the effect of commercial depression upon railway operations. The interest which pertains to this summary, as also the fact that the commercial depression by which the operations of railways have been so seriously affected has extended itself into the year covered by this report, warrants yet another presentation of the summary. The facts which it contains are self-explanatory.

84 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

SUMMARY ILLUSTRATING THE EFFECT OF THE BUSINESS DEPRESSION ON THE
OPERATIONS OF RAILWAYS.

A.—MILEAGE, EQUIPMENT, AND EMPLOYEES.

Item.	1896.	1895.	1894.	1893.
Per cent of increase in mileage.....	1.17	1.09	1.27	2.85
Per cent of increase in equipment...	2.09	.....	.37	4.85
Per cent of decrease in equipment.....	.....	.56	.....	.....
Increase in number of employees....	41,586	5,426	.....	52,187
Per cent of increase	5.30	.70	.....	6.35
Decrease in number of employees.....	.....	.....	93,994	.....
Per cent of decrease .....	.....	.....	10.76	.....
Item.	1892.	1891.	1890.	
Per cent of increase in mileage.....	1.88	2.94	4.78	
Per cent of increase in equipment.....	2.22	1.77	9.21	
Per cent of decrease in equipment.....	.....	.....	.....	
Increase in number of employees	37,130	34,984	44,558	
Per cent of increase.....	4.73	4.67	6.32	
Decrease in number of employees.....	.....	.....	.....	
Per cent of decrease.....	.....	.....	.....	

B.—BUSINESS DONE.

Item.	1896.	1895.	1894.	1893.
Passengers carried	511,772,737	507,421,362	540,688,199	593,560,612
Increase	4,351,375	.....	.....	32,602,401
Decrease.....	.....	33,266,837	52,872,413	.....
Passengers carried 1 mile.....	13,049,007,233	12,188,446,271	14,289,445,893	14,229,101,084
Increase	860,560,962	.....	60,344,809	866,202,785
Decrease.....	.....	2,100,999,622	.....	.....
Passengers carried 1 mile per mile of line	71,705	68,572	81,333	83,809
Increase	3,133	.....	.....	1,524
Decrease.....	.....	12,761	2,476	.....
Passenger train mileage	332,854,218	317,565,615	326,503,219	335,618,770
Increase	15,288,603	.....	.....	18,079,887
Decrease.....	.....	8,937,604	9,115,551	.....
Tons carried.....	765,891,385	696,761,171	638,186,553	745,119,482
Increase	69,130,214	58,574,618	.....	38,564,011
Decrease.....	.....	.....	106,932,929	.....
Tons carried 1 mile	95,328,360,278	85,227,515,891	80,335,104,702	93,588,111,833
Increase	10,100,844,387	4,892,411,189	.....	5,347,061,608
Decrease.....	.....	.....	13,253,007,131	.....
Tons carried 1 mile per mile of line..	523,832	479,490	457,252	551,232
Increase	44,342	22,238	.....	7,867
Decrease.....	.....	.....	93,980	.....
Freight train mileage.....	479,500,170	449,291,238	446,807,223	508,719,506
Increase	30,208,932	2,484,015	.....	23,317,137
Decrease.....	.....	.....	61,912,283	.....

SUMMARY ILLUSTRATING THE EFFECT OF THE BUSINESS DEPRESSION ON THE
OPERATIONS OF RAILWAYS—Continued.

B.—BUSINESS DONE—Continued.

Item.	1892.	1891.	1890.
Passengers carried.....	560,958,211	531,193,998	492,430,865
Increase.....	29,774,213	38,753,133	20,259,522
Decrease.....			
Passengers carried 1 mile.....	13,362,898,299	12,844,243,881	11,847,785,617
Increase.....	518,654,418	996,458,264	293,965,172
Decrease.....			
Passengers carried 1 mile per mile of line.....	82,285	79,642	75,751
Increase.....	2,643	3,891	426
Decrease.....			
Passenger train mileage.....	317,538,883	307,927,928	285,575,804
Increase.....	9,610,955	22,352,124	8,335,000
Decrease.....			
Tons carried.....	706,555,471	675,608,323	636,541,617
Increase.....	30,947,148	39,066,706	96,902,034
Decrease.....			
Tons carried 1 mile.....	88,241,050,225	81,073,784,121	76,207,047,298
Increase.....	7,167,266,104	4,866,736,823	7,479,824,152
Decrease.....			
Tons carried 1 mile per mile of line.....	543,365	502,705	487,245
Increase.....	40,660	15,460	39,176
Decrease.....			
Freight train mileage.....	485,402,369	446,274,508	435,170,812
Increase.....	39,127,861	11,103,696	51,970,239
Decrease.....			

C.—INCOME AND EXPENDITURES.

Item.	1896.	1895.	1894.	1893.
Increase in gross earnings.....	\$74,797,914	\$2,009,665		\$49,344,531
Decrease in gross earnings.....			\$147,390,077	
Increase in net earnings.....	27,529,285	7,703,572		2,421,228
Decrease in net earnings.....			50,883,100	
Increase in income from other sources.....				7,688,833
Decrease in income from other sources.....	3,407,402	10,384,672	6,832,810	
Increase in operating expenses.....	47,268,629			46,923,303
Decrease in operating expenses.....		5,693,907	96,506,977	
Increase in deductions from income.....				15,017,218
Decrease in deductions from income.....	9,393,784	3,041,389	2,413,846	

Item.	1892.	1891.	1890.
Increase in gross earnings.....	\$74,645,948	\$44,883,763	\$87,061,503
Decrease in gross earnings.....			
Increase in net earnings.....	25,535,845	5,089,841	39,674,233
Decrease in net earnings.....			
Increase in income from other sources.....	8,049,656	7,144,062	1,597,362
Decrease in income from other sources.....			
Increase in operating expenses.....	49,110,103	39,793,922	47,387,270
Decrease in operating expenses.....			
Increase in deductions from income.....	27,697,226	3,915,574	40,901,744
Decrease in deductions from income.....			

SUMMARY ILLUSTRATING THE EFFECT OF THE BUSINESS DEPRESSION ON THE
OPERATIONS OF RAILWAYS—Continued.

D.—RESULT OF OPERATIONS.

Item.	1896.	1895.	1894.	1893.
Surplus from operations	\$1, 534, 169	.....	.....	\$8, 116, 745
Deficit from operations .....	.....	\$29, 845, 241	\$45, 851, 294	.....

Item.	1892.	1891.	1890.
Surplus from operations	\$14, 036, 056	\$13, 587, 903	\$12, 070, 383
Deficit from operations .....	.....	.....	.....

E.—INCREASE IN ASSETS—1896.

Item.	Amount of increase.
Stocks owned.....	\$23, 971, 455
Bonds owned	14, 145, 566
Cash and current assets	19, 462, 743
Materials and supplies	8, 072, 654

NOTE.—The mileage represented by the operating figures in the foregoing summary is as follows: 1896, 181,982.64 miles; 1895, 177,746.25 miles; 1894, 175,690.96 miles; 1893, 169,779.84 miles; 1892, 162,397.30 miles; 1891, 161,275.17 miles, and 1890, 156,404.06 miles.

RAILWAY ACCIDENTS.

1. Comparative Summary of Railway Accidents for the Years ending June 30, 1896, 1895, 1894, 1893, 1892, 1891, 1890, 1889, and 1888.
2. Summary of Railway Accidents—United States.
3. Summary of Railway Accidents, by Groups.
4. Summary of Railway Accidents, showing Number of Employees and Passengers for one Killed, Injured, etc.—United States, and by Groups.
5. Analysis of Railway Accidents, by Groups:
 - a. Employees.
 - b. Passengers.
 - c. Other than Passengers or Employees.
 - d. Employees Engaged in Conducting Transportation.
 - e. Other than Railway Employees and Passengers, showing the Number Trespassing and Not Trespassing.

For the purpose of presenting a general survey of accidents, there is presented in the first of the following summaries a statement of the number of employees, passengers, and others killed and injured for the years 1888 to 1896, inclusive.

COMPARATIVE SUMMARY OF RAILWAY ACCIDENTS FOR THE YEARS ENDING JUNE 30, 1896, 1895, 1894, 1893, 1892, 1891, 1890, 1889, AND 1888.

Year.	Employees.		Passengers.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1896.....	1,861	29,969	181	2,873	4,406	5,845	6,448	38,687
1895.....	1,811	25,696	170	2,375	4,155	5,677	6,136	33,748
1894.....	1,823	23,422	324	3,034	4,300	5,433	6,447	31,889
1893.....	2,727	31,729	299	3,229	4,320	5,435	7,346	40,393
1892.....	2,554	28,267	376	3,227	4,217	5,158	7,147	36,652
1891.....	2,660	26,140	293	2,372	4,076	4,769	7,029	33,881
1890.....	2,451	22,396	286	2,425	3,598	4,206	6,335	29,027
1889.....	1,972	20,028	310	2,146	3,541	4,135	5,823	26,309
1888.....	2,070	20,148	315	2,138	2,897	3,602	5,282	25,888

The number of employees killed during the year ending June 30, 1896, was 1,861, and the number injured 29,969, being an increase of 50 in the number killed and of 4,273 in the number injured.

The number of passengers killed during the year was 181, and the number injured 2,873, being an increase of 11 in the number killed and of 498 in the number injured. This showing, while better than the average, so far as the years covered by the summary are concerned, does not show that the railways operated with as high a degree of safety to employees and passengers during the year covered by this report as during the preceding year.

The next two summaries of this series are drawn for the purpose of presenting a classified statement of railway accidents, the one for the United States as a whole and the other by territorial groups. These summaries classify employees as trainmen, switchmen, flagmen, and watchmen, and other employees. They attempt, also, a classification of those persons who are neither employees nor passengers, but who are killed or injured in connection with the operation of railways, as trespassing and not trespassing. It must be remembered, however, that this division rests upon the judgment of railway officials, rather than upon adjudication. The casualties recorded are also classified according to the kind of accident by which they were occasioned, as coupling and uncoupling, falling from trains and engines, overhead obstructions, collisions, derailments, and other train accidents, by which is meant casualties due to a train accident other than those specially enumerated. The classification further includes casualties at highway crossings, at stations, and from other causes.

SUMMARY OF RAILWAY ACCIDENTS—UNITED STATES.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling..	157	6,457	58	1,686	14	314	229	8,457
Falling from trains and engines.	373	3,115	42	330	57	453	472	3,898
Overhead obstructions.....	57	304	2	33	4	21	63	358
Collisions.....	146	789	2	37	30	221	178	1,047
Derailments.....	95	518	8	36	14	105	117	659
Other train accidents.....	37	405	3	28	13	53	53	486
At highway crossings.....	4	91	10	20	10	49	24	160
At stations.....	34	542	15	81	43	848	92	1,471
Other causes.....	170	3,715	70	500	393	9,218	633	13,433
Total.....	1,073	15,936	210	2,751	578	11,282	1,861	29,969

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	23	555	21	45	6	32	27	77
Derailments.....	13	601	34	44	5	35	39	79
Other train accidents.....	5	110	41	63	2	5	43	68
At highway crossings.....	4	32	171	248	440	778	611	1,026
At stations.....	36	470	308	444	46	195	354	639
Other causes.....	100	1,105	3,236	3,624	96	332	3,332	3,956
Total.....	181	2,873	3,811	4,468	595	1,377	4,406	5,845

The figures of the above statement repeat the story of previous years, namely, that the accident which causes the largest number of deaths among trainmen is falling from trains and engines, while the accident which results in the largest number of injuries occurs in connection with the coupling and uncoupling of cars.

The next summary exhibits railway accidents for the year covered by this report by territorial groups.

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS.

GROUP I.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling..	6	440	4	38	1	11	11	489
Falling from trains and engines.	45	277	2	9	3	15	50	301
Overhead obstructions.....	9	50	.....	1	1	.....	10	51
Collisions.....	5	40	.....	.....	.....	4	5	44
Derailments	3	11	3	2	.....	5	6	18
Other train accidents .....	.....	35	.....	.....	.....	2	.....	37
At highway crossings .....	.....	4	.....	2	2	1	2	7
At stations	2	29	3	3	8	63	13	95
Other causes.....	19	99	6	5	37	120	62	224
Total	89	985	18	60	52	221	159	1,266

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	2	20	.....	.....	.....	3	.....	3
Derailments	2	15	1	1	.....	.....	1	1
Other train accidents .....	.....	1	1	1	1	.....	2	1
At highway crossings.....	1	.....	17	19	32	26	49	45
At stations .....	.....	16	19	23	7	5	26	28
Other causes.....	9	71	294	230	18	55	312	285
Total	14	123	332	274	58	89	390	363

GROUP II.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling..	56	2,602	2	221	4	75	62	2,898
Falling from trains and engines.	120	1,249	3	61	13	129	136	1,439
Overhead obstructions.....	15	107	.....	.....	2	5	17	112
Collisions.....	40	232	.....	4	10	55	50	291
Derailments	16	83	.....	2	5	18	21	103
Other train accidents.....	14	72	.....	7	2	5	16	84
At highway crossings.....	1	1	6	6	4	2	11	9
At stations.....	2	44	.....	3	7	205	9	252
Other causes.....	70	1,465	25	134	126	1,796	221	3,395
Total	334	5,855	36	438	173	2,290	543	8,583

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS—Continued.

GROUP II—Continued.

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	5	89	2	15	5	4	7	19
Derailments.....	4	151	2	5	1	18	3	23
Other train accidents.....		23	3	7		1	3	8
At highway crossings.....	2	17	50	60	140	244	190	304
At stations.....	9	211	13	28	13	63	26	91
Other causes.....	20	379	1,079	1,367	13	64	1,092	1,431
Total.....	40	870	1,149	1,482	172	394	1,321	1,876

GROUP III.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling..	23	1,220	10	423	6	96	39	1,739
Falling from trains and engines.	62	579	2	84	10	97	74	760
Overhead obstructions.....	7	52		11		9	7	72
Collisions.....	21	125		2	1	18	22	145
Derailments.....	16	96		5	1	21	17	122
Other train accidents.....	9	63	2	4	3	2	14	69
At highway crossings.....	2	61	1	11	2	31	5	103
At stations.....	6	194	3	37	11	267	20	498
Other causes.....	21	872	12	141	45	3,227	78	4,240
Total.....	167	3,262	30	718	79	3,768	276	7,748

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	3	44	3	3		2	3	5
Derailments.....	2	53	13	21	1	2	14	23
Other train accidents.....	3	11	11	18		1	11	19
At highway crossings.....		7	34	61	120	243	154	304
At stations.....	9	97	71	141	2	45	73	186
Other causes.....	5	132	499	619	13	49	512	668
Total.....	22	344	631	863	136	342	767	1,205

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS—Continued.

GROUP IV.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling..	11	523	5	72	2	16	18	611
Falling from trains and engines.	21	236	1	21	2	29	24	286
Overhead obstructions....	4	22	.....	2	.....	2	4	26
Collisions.....	10	98	.....	2	3	23	13	123
Derailments.....	6	43	.....	1	.....	3	6	47
Other train accidents.....	4	49	.....	1	.....	3	4	53
At highway crossings..	.....	.....	.....	.....	.....	.....	.....	.....
At stations.....	2	65	2	7	.....	47	4	119
Other causes.....	14	266	2	14	20	603	36	883
Total.....	72	1,302	10	120	27	726	109	2,148

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	.....	14	1	7	.....	3	1	10
Derailments.....	.....	29	1	3	.....	.....	1	3
Other train accidents.....	.....	15	3	1	.....	2	3	3
At highway crossings.....	.....	2	11	23	14	22	25	45
At stations.....	.....	17	12	30	2	6	14	36
Other causes.....	5	92	215	218	6	16	221	234
Total.....	5	169	243	282	22	49	265	331

GROUP V.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling..	17	628	12	379	1	28	30	1,035
Falling from trains and engines.	34	253	9	45	7	43	50	341
Overhead obstructions.....	6	24	1	9	.....	2	7	35
Collisions.....	23	122	1	9	8	77	32	208
Derailments.....	18	102	.....	9	6	18	24	129
Other train accidents.....	5	76	1	13	2	15	8	104
At highway crossings.....	.....	4	.....	.....	.....	3	.....	7
At stations.....	1	37	1	10	1	42	3	89
Other causes.....	12	357	5	71	34	1,522	51	1,950
Total.....	116	1,603	30	545	59	1,750	205	3,898

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS--Continued.

GROUP V--Continued.

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	2	167	7	9	.....	10	7	19
Derailments.....	2	108	10	5	.....	2	10	7
Other train accidents.....	1	29	17	34	.....	.....	17	34
At highway crossings.....	.....	2	10	6	16	28	26	34
At stations.....	1	17	14	21	4	17	18	38
Other causes.....	18	91	270	377	16	46	286	423
Total	24	414	328	452	36	103	364	555

GROUP VI.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling..	18	534	12	260	.....	41	30	835
Falling from trains and engines.	54	234	13	50	14	57	81	341
Overhead obstructions.....	10	22	1	5	.....	2	11	29
Collisions.....	24	52	.....	8	1	9	25	69
Derailments	8	48	2	5	.....	16	10	69
Other train accidents.....	1	19	.....	.....	1	8	2	27
At highway crossings	1	17	3	1	2	11	6	29
At stations	16	91	4	9	13	129	33	229
Other causes.....	20	221	9	60	64	726	93	1,007
Total	152	1,238	44	398	95	999	291	2,635

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	8	70	2	3	.....	3	2	6
Derailments .....	.....	118	2	3	2	1	4	4
Other train accidents.....	.....	4	1	.....	1	.....	2	.....
At highway crossings.....	1	3	30	40	86	113	116	153
At stations.....	13	57	136	118	8	40	144	158
Other causes.....	17	92	465	349	15	41	480	390
Total	39	244	636	513	112	198	748	711

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS—Continued.

GROUP VII.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling..	8	39	3	41	.....	5	11	85
Falling from trains and engines.	3	18	4	6	1	4	8	28
Overhead obstructions.....	1	1	.....	1	.....	.....	1	2
Collisions.....	4	9	.....	.....	4	2	8	11
Derailments.....	6	6	1	1	.....	4	7	11
Other train accidents.....	.....	5	.....	.....	2	1	2	6
At highway crossings.....	.....	.....	.....	.....	.....	.....	.....	.....
At stations.....	1	5	.....	2	.....	18	1	25
Other causes.....	2	28	1	9	16	51	19	88
Total.....	25	111	9	60	23	85	57	256

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	.....	6	1	2	.....	.....	1	2
Derailments.....	.....	6	1	1	.....	1	1	2
Other train accidents.....	.....	6	.....	.....	.....	.....	.....	.....
At highway crossings.....	.....	.....	.....	1	5	8	5	9
At stations.....	1	14	18	25	2	3	20	28
Other causes.....	4	10	19	24	.....	4	19	25
Total.....	5	42	39	53	7	13	46	66

GROUP VIII.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling..	8	174	7	118	.....	5	15	297
Falling from trains and engines.	19	90	4	23	2	21	25	134
Overhead obstructions.....	5	7	.....	2	1	.....	6	9
Collisions.....	12	41	.....	6	2	22	14	69
Derailments.....	11	65	.....	.....	2	8	13	73
Other train accidents.....	1	22	.....	1	.....	2	1	25
At highway crossings.....	.....	3	.....	.....	.....	1	.....	4
At stations.....	1	17	.....	3	1	25	2	45
Other causes.....	7	91	5	15	25	248	37	354
Total.....	64	510	16	168	33	332	113	1,010

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS—Continued.

GROUP VIII—Continued.

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	3	52	1	2	.....	2	1	4
Derailments.....	1	44	.....	2	1	5	1	7
Other train accidents.....	1	6	2	.....	.....	1	2	1
At highway crossings.....	.....	.....	4	1	20	37	24	38
At stations.....	1	7	4	6	3	7	7	13
Other causes.....	8	71	165	148	9	30	174	178
Total.....	14	180	176	159	33	82	209	241

GROUP IX.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling..	5	148	3	90	.....	6	8	244
Falling from trains and engines.	10	104	2	18	3	39	15	161
Overhead obstructions.....	.....	6	.....	2	.....	.....	.....	8
Collisions.....	5	31	1	4	.....	6	6	41
Derailments.....	10	35	2	6	.....	8	12	49
Other train accidents.....	.....	21	.....	.....	2	8	2	29
At highway crossings.....	.....	.....	.....	.....	.....	.....	.....	.....
At stations.....	1	11	.....	2	.....	14	1	27
Other causes.....	.....	121	3	19	8	609	11	749
Total.....	31	477	11	141	13	690	55	1,308

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	.....	60	4	4	.....	2	4	6
Derailments.....	1	22	1	2	.....	2	1	4
Other train accidents.....	.....	7	2	1	.....	.....	2	1
At highway crossings.....	.....	.....	2	7	2	39	4	46
At stations.....	.....	6	7	15	3	7	10	22
Other causes.....	5	80	122	143	3	21	125	164
Total.....	6	175	138	172	8	71	146	243

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS—Continued.

GROUP X.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling..	5	149	.....	44	.....	31	5	224
Falling from trains and engines.	5	75	2	13	2	19	9	107
Overhead obstructions .....	.....	13	.....	.....	.....	1	.....	14
Collisions.....	2	39	.....	2	1	5	3	46
Derailments	1	29	.....	5	.....	4	1	38
Other train accidents	3	43	.....	2	1	7	4	52
At highway crossings .....	.....	1	.....	.....	.....	.....	.....	1
At stations	2	49	2	5	2	38	6	92
Other causes.....	5	195	2	32	18	316	25	543
Total	23	593	6	103	24	421	53	1, 117

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	.....	33	.....	.....	1	3	1	3
Derailments	1	55	3	1	.....	4	3	5
Other train accidents.....	.....	8	1	1	.....	.....	1	1
At highway crossings.....	.....	1	13	30	5	18	18	48
At stations.....	2	28	14	37	2	2	16	39
Other causes.....	9	87	108	149	3	9	111	158
Total	12	212	139	218	11	36	150	254

There is now introduced a summary designed to show the ratio of casualties to the number of employees, to trainmen as a special class of employees, and to passengers. The figures are given for the United States as a whole, and by territorial groups.

SUMMARY OF RAILWAY ACCIDENTS, SHOWING NUMBER OF EMPLOYEES AND PASSENGERS FOR ONE KILLED, INJURED, ETC., UNITED STATES, AND BY GROUPS.

Item.	United States.	Group I.	Group II.	Group III.	Group IV.
All employees:					
Number killed.....	1,861	159	543	276	109
Number of employees for one killed.....	444	404	395	464	366
Number injured.....	29,969	1,266	8,583	7,748	2,148
Number of employees for one injured.....	28	51	25	17	19
Trainmen:					
Number killed.....	1,073	89	334	167	72
Number of trainmen for one killed.....	152	159	142	159	109
Number injured.....	15,936	985	5,855	3,262	1,302
Number of trainmen for one injured.....	10	14	8	8	6
Passengers:					
Number killed.....	181	14	40	22	5
Number carried for one killed.....	2,827,474	8,216,777	4,564,219	2,635,793	2,194,640
Number carried one mile for one killed...	72,093,963	139,050,858	89,466,172	86,402,605	89,544,880
Number injured.....	2,873	123	870	344	169
Number carried for one injured.....	178,132	935,243	209,849	168,568	64,930
Number carried one mile for one injured.	4,541,945	15,826,927	4,113,387	5,525,748	2,649,257
Other persons:					
Number trespassing killed.....	3,811	332	1,149	631	243
Number trespassing injured.....	4,468	274	1,482	863	282
Number not trespassing killed.....	595	58	172	136	22
Number not trespassing injured.....	1,377	89	394	342	49

Item.	Group V.	Group VI.	Group VII.	Group VIII.	Group IX.	Group X.
All employees:						
Number killed.....	205	291	57	113	55	53
Number of employees for one killed.	329	539	432	555	617	643
Number injured.....	3,898	2,635	256	1,010	1,308	1,117
Number of employees for one injured.	17	60	96	62	26	31
Trainmen:						
Number killed.....	116	152	25	64	31	23
Number of trainmen for one killed.	93	191	166	181	189	236
Number injured.....	1,603	1,238	111	510	477	593
Number of trainmen for one injured.	7	23	37	23	12	9
Passengers:						
Number killed.....	24	39	5	14	6	12
Number carried for one killed..	839,383	1,856,429	692,471	1,235,170	1,178,321	2,069,825
Number carried one mile for one killed.	35,831,742	54,373,158	52,606,374	56,965,381	62,348,611	63,326,065
Number injured.....	414	344	42	180	175	212
Number carried for one injured.	48,660	210,467	82,437	96,069	40,400	117,160
Number carried one mile for one injured.	2,077,202	6,164,399	6,262,664	4,430,641	2,137,667	3,584,494
Other persons:						
Number trespassing killed.....	328	636	39	176	138	139
Number trespassing injured...	452	513	53	159	172	218
Number not trespassing killed.	36	112	7	33	8	11
Number not trespassing injured.	103	198	13	82	71	36

From the above summary it appears that the number of men employed on railways for one employee killed during the year covered by the report was 444, while the number of employees for one injured was 28. Applying this to trainmen, the figures show the liability to accident to be much greater. Thus, the number of trainmen employed for one trainman killed was 152, and the number employed for one injured was 10.

The number of passengers carried for one passenger killed during the year covered by the report was 2,827,474, while the number carried for one injured was 178,132. These comparisons, however, do not take into account the liability of casualty to passengers on account of the number of miles traveled. For this purpose it is necessary to assign casualties to passenger mileage rather than to the number of passengers. Using passenger mileage, it appears that the number of passengers carried one mile during the year covered by the report for one passenger killed was 72,093,963, and the number of passengers carried one mile for one passenger injured was 4,541,945. This latter statement may be accepted as measuring the liability to accident incurred by passengers traveling on the railways of the United States.

The territorial distribution of railway accidents has been presented for a series of years, and while it is not claimed that the following generalization includes all the conditions involved, nor that it precludes the possibility of exceptions, it is, nevertheless, believed to state a truth relative to railway accidents. The two fundamental conditions affecting railway accidents are density of traffic and lack of intelligence among railway employees. Doubtless the character of traffic and the regularity with which the increase and decrease in density of traffic occurs exerts an influence; it is not possible, however, from the statistics at hand to go beyond the general statement submitted.

In the following summary will be found a comparative statement for the years 1890 to 1896, inclusive, showing the number of employees, of trainmen, and of passengers, for one killed and for one injured:

COMPARATIVE SUMMARY SHOWING NUMBER OF EMPLOYEES, TRAINMEN, AND PASSENGERS FOR ONE KILLED AND FOR ONE INJURED IN THE UNITED STATES, FOR THE YEARS ENDING JUNE 30, 1896, 1895, 1894, 1893, 1892, 1891, AND 1890.

Year.	Number of employees for one—		Number of trainmen for one—		Number of passengers for one—	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1896.....	444	28	152	10	2,827,474	178,132
1895.....	433	31	155	11	2,984,832	213,651
1894.....	428	33	156	12	1,668,791	178,210
1893.....	320	28	115	10	1,985,153	183,822
1892.....	322	29	113	10	1,491,910	173,833
1891.....	296	30	104	10	1,811,642	178,604
1890.....	306	33	105	12	1,727,789	203,064

The following summaries present yet further analysis of railway accidents:

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS—EMPLOYEES.

Territory covered.	Total.		Kind of accident.							
			Coupling and uncoupling.		Falling from trains and engines.		Overhead obstructions.		Collisions.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Group I.....	159	1,266	11	489	50	301	10	51	5	44
Group II.....	543	8,583	62	2,898	136	1,439	17	112	50	291
Group III.....	276	7,748	39	1,739	74	760	7	72	22	145
Group IV.....	109	2,148	18	611	24	286	4	26	13	123
Group V.....	205	3,898	30	1,035	50	341	7	35	32	208
Group VI.....	291	2,635	30	835	81	341	11	29	25	69
Group VII.....	57	256	11	85	8	28	1	2	8	11
Group VIII.....	113	1,010	15	297	25	134	6	9	14	69
Group IX.....	55	1,308	8	244	15	161	.....	8	6	41
Group X.....	53	1,117	5	224	9	107	.....	14	3	46
United States.	1,861	29,969	229	8,457	472	3,898	63	358	178	1,047

Territory covered.	Kind of accident.									
	Derailments.		Other train accidents.		At highway crossings.		At stations.		Other causes.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Group I.....	6	18	.....	37	2	7	13	95	62	224
Group II.....	21	103	16	84	11	9	9	252	221	3,395
Group III.....	17	122	14	69	5	103	20	498	78	4,240
Group IV.....	6	47	4	53	.....	.....	4	119	36	883
Group V.....	24	129	8	104	.....	7	3	89	51	1,950
Group VI.....	10	69	2	27	6	29	33	229	93	1,007
Group VII.....	7	11	2	6	.....	.....	1	25	19	88
Group VIII.....	13	73	1	25	.....	4	2	45	37	354
Group IX.....	12	49	2	29	.....	.....	1	27	11	749
Group X.....	1	38	4	52	.....	1	6	92	25	543
United States.	117	659	53	486	24	160	92	1,471	633	13,433

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS—PASSENGERS.

Territory covered.	Total.		Kind of accident.											
			Collisions.		Derailments.		Other train accidents.		At high-way crossings.		At stations.		Other causes.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Group I.....	14	123	2	20	2	15	....	1	1	....	....	16	9	71
Group II.....	40	870	5	89	4	151	....	23	2	17	9	211	20	379
Group III.....	22	344	3	44	2	53	3	11	....	7	9	97	5	132
Group IV.....	5	169	....	14	....	29	....	15	....	2	....	17	5	92
Group V.....	24	414	2	167	2	108	1	29	....	2	1	17	18	91
Group VI.....	39	344	8	70	....	118	....	4	1	3	13	57	17	92
Group VII.....	5	42	....	6	....	6	....	6	....	....	1	14	4	10
Group VIII.....	14	180	3	52	1	44	1	6	....	....	1	7	8	71
Group IX.....	6	175	....	60	1	22	....	7	....	....	....	6	5	80
Group X.....	12	212	....	33	1	55	....	8	....	1	2	28	9	87
United States.....	181	2, 873	23	555	13	601	5	110	4	32	36	470	100	1, 105

SUMMARY OF RAILWAY ACCIDENTS, BY GROUPS—OTHERS.

Territory covered.	Total.		Kind of accident.											
			Collisions.		Derailments.		Other train accidents.		At high-way crossings.		At stations.		Other causes.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Group I.....	390	363	....	3	1	1	2	1	49	45	26	28	312	285
Group II.....	1, 321	1, 876	7	19	3	23	3	8	190	304	26	91	1, 092	1, 431
Group III.....	767	1, 205	3	5	14	23	11	19	154	304	73	186	512	668
Group IV.....	265	331	1	10	1	3	3	3	25	45	14	36	221	234
Group V.....	364	555	7	19	10	7	17	34	26	34	18	38	286	423
Group VI.....	748	711	2	6	4	4	2	....	116	153	144	158	480	390
Group VII.....	46	66	1	2	1	2	....	....	5	9	20	28	19	25
Group VIII.....	209	241	1	4	1	7	2	1	24	38	7	13	174	178
Group IX.....	146	243	4	6	1	4	2	1	4	46	10	22	125	164
Group X.....	150	254	1	3	3	5	1	1	18	48	16	39	111	158
United States.....	4, 406	5, 845	27	77	39	79	43	68	611	1, 026	354	639	3, 332	3, 956

CLASSIFICATION OF RAILWAY

Territory covered.	Class.	Total.		Kind of accident.			
				Coupling and uncoupling.		Falling from trains and engines.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Group I	Trainmen.....	89	985	6	440	45	277
	Switchmen, flagmen, and watchmen....	18	60	4	38	2	9
	Other employees.....	52	221	1	11	3	15
Group II	Trainmen.....	334	5,855	56	2,602	120	1,249
	Switchmen, flagmen, and watchmen....	36	438	2	221	3	61
	Other employees.....	173	2,290	4	75	13	129
Group III	Trainmen.....	167	3,262	23	1,220	62	579
	Switchmen, flagmen, and watchmen....	30	718	10	423	2	84
	Other employees.....	79	3,768	6	96	10	97
Group IV	Trainmen.....	72	1,302	11	523	21	236
	Switchmen, flagmen, and watchmen....	10	120	5	72	1	21
	Other employees.....	27	726	2	16	2	29
Group V	Trainmen.....	116	1,603	17	628	34	253
	Switchmen, flagmen, and watchmen....	30	545	12	379	9	45
	Other employees.....	59	1,750	1	28	7	43
Group VI	Trainmen.....	152	1,238	18	534	54	234
	Switchmen, flagmen, and watchmen....	44	398	12	260	13	50
	Other employees.....	95	999	.....	41	14	57
Group VII	Trainmen.....	25	111	8	39	3	18
	Switchmen, flagmen, and watchmen....	9	60	3	41	4	6
	Other employees.....	23	85	.....	5	1	4
Group VIII	Trainmen.....	64	510	8	174	19	90
	Switchmen, flagmen, and watchmen....	16	168	7	118	4	23
	Other employees.....	33	332	.....	5	2	21
Group IX	Trainmen.....	31	477	5	148	10	104
	Switchmen, flagmen, and watchmen....	11	141	3	90	2	18
	Other employees.....	13	690	.....	6	3	39
Group X	Trainmen.....	23	593	5	140	5	75
	Switchmen, flagmen, and watchmen....	6	103	.....	44	2	13
	Other employees.....	24	421	.....	31	2	19
United States.	Trainmen.....	1,073	15,936	157	6,457	373	3,115
	Switchmen, flagmen, and watchmen....	210	2,751	58	1,686	42	330
	Other employees.....	578	11,282	14	314	57	453

ACCIDENTS, BY GROUPS—EMPLOYEES.

Kind of accident.													
Overhead obstructions.		Collisions.		Derailments.		Other train accidents.		At highway crossings.		At stations.		Other causes.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
9	50	5	40	3	11	.....	35	.....	4	2	29	19	99
.....	1	.....	.....	3	2	.....	.....	.....	2	3	3	6	5
1	.....	.....	4	.....	5	.....	2	2	1	8	63	37	120
15	107	40	232	16	83	14	72	1	1	2	44	70	1,465
.....	.....	.....	4	.....	2	.....	7	6	6	.....	3	25	134
2	5	10	55	5	18	2	5	4	2	7	205	126	1,796
7	52	21	125	16	96	9	63	2	61	6	194	21	872
.....	11	.....	2	.....	5	2	4	1	11	3	37	12	141
.....	9	1	18	1	21	3	2	2	31	11	267	45	3,227
4	22	10	98	6	43	4	49	.....	.....	2	65	14	266
.....	2	.....	2	.....	1	.....	1	.....	.....	2	7	2	14
.....	2	3	23	.....	3	.....	3	.....	.....	.....	47	20	603
6	24	23	122	18	102	5	76	.....	4	1	37	12	357
1	9	1	9	.....	9	1	13	.....	.....	1	10	5	71
.....	2	8	77	6	18	2	15	.....	3	1	42	34	1,522
10	22	24	52	8	48	1	19	1	17	16	91	20	221
1	5	.....	8	2	5	.....	.....	3	1	4	9	9	60
.....	2	1	9	.....	16	1	8	2	11	13	129	64	726
1	1	4	9	6	6	.....	5	.....	.....	1	5	2	28
.....	1	.....	.....	1	1	.....	.....	.....	.....	.....	2	1	9
.....	.....	4	2	.....	4	2	1	.....	.....	.....	18	16	51
5	7	12	41	11	65	1	22	.....	3	1	17	7	91
.....	2	.....	6	.....	.....	.....	1	.....	.....	.....	3	5	15
1	.....	2	22	2	8	.....	2	.....	1	1	25	25	248
.....	6	5	31	10	35	.....	21	.....	.....	1	11	.....	121
.....	2	1	4	2	6	.....	.....	.....	.....	.....	2	3	19
.....	.....	.....	6	.....	8	2	8	.....	.....	.....	14	8	609
.....	13	2	39	1	29	3	43	.....	1	2	49	5	195
.....	.....	.....	2	.....	5	.....	2	.....	.....	2	5	2	32
.....	1	1	5	.....	4	1	7	.....	.....	2	38	18	316
57	304	146	789	95	518	37	405	4	91	34	542	170	3,715
2	33	2	37	8	36	3	28	10	20	15	81	70	500
4	21	30	221	14	105	13	53	10	49	43	848	393	9,218

102 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

CLASSIFICATION OF RAILWAY ACCIDENTS, BY GROUPS—OTHERS.

Territory covered.	Class.	Total.		Kind of accident.			
				Collisions.		Derailments.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Group I.....	Trespassing	332	274	.....	.....	1	1
	Not trespassing	58	89	.....	3	.....	.....
Group II.....	Trespassing	1, 149	1, 482	2	15	2	5
	Not trespassing	172	394	5	4	1	18
Group III.....	Trespassing	631	863	3	3	13	21
	Not trespassing	136	342	.....	2	1	2
Group IV.....	Trespassing	243	282	1	7	1	3
	Not trespassing	22	49	.....	3	.....	.....
Group V.....	Trespassing	328	452	7	9	10	5
	Not trespassing	36	103	.....	10	.....	2
Group VI.....	Trespassing	636	513	2	3	2	3
	Not trespassing	112	198	.....	3	2	1
Group VII.....	Trespassing	39	53	1	2	1	1
	Not trespassing	7	13	.....	.....	.....	1
Group VIII.....	Trespassing	176	159	1	2	.....	2
	Not trespassing	33	82	.....	2	1	5
Group IX.....	Trespassing	138	172	4	4	1	2
	Not trespassing	8	71	.....	2	.....	2
Group X.....	Trespassing	139	218	.....	.....	3	1
	Not trespassing	11	36	1	3	.....	4
United States....	Trespassing	3, 811	4, 468	21	45	34	44
	Not trespassing	595	1, 377	6	32	5	35

Territory covered.	Class.	Kind of accident.							
		Other train accidents.		At highway crossings.		At stations.		Other causes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Group I.....	Trespassing	1	1	17	19	19	23	294	230
	Not trespassing	1	.....	32	26	7	5	18	55
Group II.....	Trespassing	3	7	50	60	13	28	1, 079	1, 367
	Not trespassing .....	.....	1	140	244	13	63	13	64
Group III.....	Trespassing	11	18	34	61	71	141	499	619
	Not trespassing .....	.....	1	120	243	2	45	13	49
Group IV.....	Trespassing	3	1	11	23	12	30	215	218
	Not trespassing .....	.....	2	14	22	2	6	6	16
Group V.....	Trespassing	17	34	10	6	14	21	270	377
	Not trespassing .....	.....	.....	16	28	4	17	16	46
Group VI.....	Trespassing	1	.....	30	40	136	118	465	349
	Not trespassing	1	.....	86	113	8	40	15	41
Group VII.....	Trespassing .....	.....	.....	.....	1	18	25	19	24
	Not trespassing .....	.....	.....	5	8	2	3	.....	1
Group VIII.....	Trespassing	2	.....	4	1	4	6	165	148
	Not trespassing .....	.....	1	20	37	3	7	9	30
Group IX.....	Trespassing	2	1	2	7	7	15	122	143
	Not trespassing .....	.....	.....	2	39	3	7	3	21
Group X.....	Trespassing	1	1	13	30	14	37	108	149
	Not trespassing .....	.....	.....	5	18	2	2	3	9
United States....	Trespassing	41	63	171	248	308	444	3, 236	3, 624
	Not trespassing	2	5	440	778	46	195	96	332

RECOMMENDATIONS.

It is only possible in this connection to repeat again the recommendations contained in previous reports. These are as follows:

First, That reports should be secured from express companies engaged in interstate traffic;

Second, That reports should be secured from corporations and companies owning rolling stock which is used in interstate traffic, as, also, special reports from corporations and companies owning depot property, stock yards, elevators, and the like;

Third, That reports should be secured from all carriers by water, so far as their business is interstate traffic.

The report for the preceding year quoted an argument submitted by the Commission in its Ninth Annual Report in favor of a Bureau of Statistics and Accounts. It may be proper in this connection to state that at the recent convention of State railroad commissioners, held at St. Louis on May 11 and 12, 1897, this argument, together with other communications in support of the same idea, was read to the convention, and after considerable discussion the convention adopted the recommendations of the committee to whom this matter was referred. That portion of the report of the committee, including the recommendations, was as follows:

Your committee desires to express its approval of the views expressed in these papers which it makes a part of the report, and to recommend that a memorial be sent to the appropriate committees of the Senate and the House of Representatives, requesting the enactment of a law appropriate to a realization of the ideas here extended. We venture to state a few points which such a law should contain:

First, It should provide for the appointment of railroad examiners by the Interstate Commerce Commission, and so define the duties of said examiners as to insure the keeping of the books of corporations subject to the act to regulate commerce according to the principles and rules laid down by the Commission;

Second, It should prescribe that annual and monthly reports should be filed with the Interstate Commerce Commission, which reports should be passed upon by the examiners, and in case of discovery of abuses, such use should be made of the reports as may lead to appropriate legal remedies;

Third, It should provide for the establishment of a Bureau of Statistics and Accounts, under the direction of and in connection with the Interstate Commerce Commission; and give to the Commission the right to promulgate through this Bureau rules and regulations according to which accounts should be kept by the corporations subject to the act, to the end that the last clause of the twentieth section of the act to regulate commerce may be made effective.

By stating definitely the above points in the law proposed, your committee has no desire to exclude other pertinent matter, as, for example, special examination of roads placed in the hands of receivers. Further, your committee assumes that, by comity between the State commissions and the Interstate Commerce Commission, this examination will be of as much use to the State commissions as to the Federal Commission.

CONCLUSION.

In Appendix A to this report will be found a statement of certain facts pertaining to roads placed in the hands of receivers, and in Appendixes B and C will be found Bulletins No. 2 and No. 3, being decisions upon cases presented under the revised classification of operating expenses.

The administration of the office during the year has been under the charge of Mr. W. E. Burleigh, Assistant Statistician, who is charged with full responsibility over the details of compilation and who should receive credit for the manner in which the work has been done.

HENRY C. ADAMS,

Statistician to the Interstate Commerce Commission.

APPENDIX A.

SUMMARY SHOWING RAILWAYS IN THE HANDS OF
RECEIVERS ON JUNE 30, 1896.

SUMMARY SHOWING RAILWAYS IN THE HANDS OF RECEIVERS ON JUNE 30, 1896.

No.	Name of road.	Mileage.		Date of appointment of receiver.
		Owned.	Operated.	
	Total—United States (151 roads).....	23, 517. 46	30, 475. 39	.....
73	Central Vermont R. R.....		529. 80	Mar. 19, 1896
162	Allegheny & Kinzua R. R.....	43. 00	43. 00	Sept. 30, 1892
164	Altoona, Clearfield & Northern R. R.....	17. 00	17. 00	Dec. 4, 1893
171	Baltimore & Ohio R. R.....	531. 90	2, 072. 88	Mar. 1, 1896
744	Pittsburgh & Western Ry.....	210. 30	343. 50	Mar. 2, 1896
281	Dansville & Mount Morris R. R.....	12. 28	15. 28	June 8, 1894
385	Gunpowder Valley R. R.....	3. 00	3. 00	Jan. 6, 1894
393	Kanona & Prattsburg R. R.....	11. 44	11. 44	June 1, 1892
403	Lebanon Springs R. R.....	57. 10	57. 10	Feb. 27, 1888
464	Mount McGregor R. R.....	10. 50	10. 50	May 4, 1891
469	New York & Sea Beach Ry.....	6. 00	6. 00	Jan 15, 1896
601	Pennsylvania Midland R. R.....	12. 60	.....	Oct. 24, 1895
605	Philadelphia & Reading R. R.....	337. 50	883. 52	Feb. 21, 1893
654	Philadelphia, Reading & New England R. R.....	57. 60	181. 00	Aug. 19, 1893
674	South Jersey R. R.....	66. 20	90. 70	Aug. 21, 1894
721	Whippany River R. R.....	4. 00	4. 00	Nov. 26, 1895
752	Bellaire, Zanesville & Cincinnati Ry.....	110. 75	111. 75	July 1, 1895
	Chicago & West Michigan Ry.: ¹			
761	Detroit, Lansing & Northern R. R.....	221. 57	378. 82	Apr. 1, 1896
778	Cincinnati, Jackson & Mackinaw Ry.....	323. 70	414. 49	Dec. 6, 1894
786	Cleveland, Canton & Southern R. R.....	203. 92	209. 42	Sept. 15, 1893
	Evansville & Terre Haute R. R.: ¹			
822	Evansville & Richmond R. R.....	101. 40	101. 40	Feb. 27, 1894
828	Fort Wayne, Terre Haute & Southwestern R. R.....	10. 00	6. 00	Nov. 10, 1893
849	Lake Erie, Alliance & Southern Ry.....	35. 80	35. 80	Nov. 24, 1893
876	Louisville, Evansville & Saint Louis Consolidated R. R..	358. 58	367. 84	Jan. 5, 1894
912	Norfolk & Western R. R.....	1, 327. 66	1, 570. 71	Feb. 6, 1895
916	Ohio Southern R. R.....	265. 63	265. 63	May 8, 1895
972	Toledo & Ohio Central Extension R. R.....	49. 00	53. 00	Nov. 10, 1893
973	Toledo, Saint Louis & Kansas City R. R.....	450. 72	450. 72	May 22, 1893
986	Zanesville & Ohio River Ry.....	76. 61	78. 83	July 20, 1892
1012	Blue Ridge R. R.....	34. 20	34. 20	Dec. 6, 1894
1019	Cape Fear & Yadkin Valley Ry.....	331. 24	341. 74	Mar. 31, 1894
1022	Carolina, Knoxville & Western Ry.....	15. 00	15. 00	May 27, 1891
1026	Cheraw & Chester R. R.....	28. 60	28. 60	Dec. 8, 1893
1029	Chester & Lenoir Narrow Gauge R. R.....	99. 40	109. 30	Jan. 18, 1896
1033	East Shore Terminal Co.....	5. 02	5. 02	Jan. 14, 1896
1043	Holly River Company's R. R.....	15. 00	15. 00	Jan. 30, 1895
1053	Norfolk & Ocean View R. R. & Hotel Co.....	8. 10	8. 10	Feb. 21, 1896
1065	Petersburg & Asylum R. R.....	3. 37	3. 37	Feb. 7, 1894
1066	Port Royal & Augusta Ry.....	112. 10	112. 10	Apr. 25, 1893
1067	Port Royal & Western Carolina Ry.....	227. 15	227. 15	June 5, 1893
1098	South Atlantic & Ohio R. R.....	70. 09	70. 09	Aug. 8, 1892
	Southern Ry.: ²			
	Danville & Western Ry.: ¹			
1109	Danville, Mocksville & Southwestern R. R.....	8. 00	.....	Nov. 7, 1885
1120	Wheeling Bridge & Terminal Ry.....	9. 27	9. 27	Sept. 20, 1893
1140	Blue Ridge & Atlantic R. R.....	20. 90	20. 90	Mar. 14, 1892
1157	Chattanooga, Rome & Columbus R. R.....	138. 00	138. 00	Feb. 1, 1894
1161	Chesapeake, Ohio & Southwestern R. R.....	351. 12	398. 48	Jan. 1, 1894
1163	Owensboro, Falls of Rough & Green River R. R.....	42. 16	42. 16	Apr. 1, 1894
1165	Short Route Railway Transfer Co.....	1. 52	1. 52	Jan. 1, 1894
1167	Chickamauga & Durham R. R.....	17. 34	17. 34	Jan. 29, 1894
1169	Cincinnati, New Orleans & Texas Pacific Ry.....	.....	338. 26	Mar. 18, 1893
1173	Columbus Southern Ry.....	87. 78	87. 78	Aug. 1, 1895
1176	Cuyler & Woodburn R. R.....	14. 00	14. 00	Nov. 22, 1895
1211	Gulf & Ship Island R. R.....	20. 00	.....	Aug. 16, 1892
1214	Hartwell R. R.....	10. 10	10. 10	Dec. 2, 1892
1222	Indian Springs & Flovilla R. R.....	2. 63	2. 63	Dec. 21, 1895
1225	Jacksonville, Tampa & Key West Ry.....	200. 99	200. 99	Apr. 8, 1893
1229	Kentucky & Indiana Bridge Co.....	3. 03	9. 45	Oct. 14, 1893
1230	New Albany Belt & Terminal R. R.....	2. 16	2. 16	Apr. 1, 1894
1231	Kentucky Midland Ry.....	40. 00	40. 00	³ Oct. 1894
	Louisville & Nashville R. R.: ²			
1253	West Virginia, Pineville & Tennessee R. R.....	2. 06	.....	Jan. 4, 1894
1258	Northern Division Cumberland & Ohio R. R.....	26. 72	26. 72	Jan. 25, 1896

¹ Inserted to show relation of road following.

² Inserted to show relation of two roads following.

³ Unofficial.

108 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

SUMMARY SHOWING RAILWAYS IN THE HANDS OF RECEIVERS ON JUNE 30,
1896—Continued.

No.	Name of road.	Mileage.		Date of ap- pointment of receiver.
		Owned.	Operated.	
1264	Mammoth Cave R. R.	8.75	8.75	Aug. 12, 1895
1265	Marietta & North Georgia Ry.	230.62	230.62	Jan. 19, 1891
1266	Mary Lee Coal & Railway Co.	¹ 7.50	¹ 7.50	Nov. 28, 1893
1267	Memphis & Charleston R. R.	292.00	330.00	July 15, 1892
1277	Mobile & Spring Hill R. R.	7.00	7.00	July 6, 1895
1278	Morristown & Cumberland Gap R. R.	40.00	40.00	Nov. 10, 1892
1288	Ohio Valley Ry.	118.19	138.89	Jan. 1, 1894
1291	Pensacola & Mobile Railroad & Manufacturing Co.	5.25	5.25	Apr. 6, 1895
1296	Richmond, Nicholasville, Irvine & Beattyville R. R.	60.76	60.76	Dec. 3, 1891
1378	Chicago & Northern Pacific R. R.	45.46	45.46	Oct. 10, 1893
1430	Duluth & Winnipeg R. R.	100.00	123.55	Oct. 11, 1894
1438	Forest City & Sioux City R. R.	17.50	.....	Nov. 19, 1895
1476	Jacksonville, Louisville & Saint Louis Ry.	112.10	132.50	May 16, 1894
1484	Kickapoo Valley & Northern Ry.	34.00	34.00	Mar. 3, 1894
1489	Litchfield, Carrollton & Western Ry.	51.50	57.80	May 23, 1894
1503	Minnesota & Wisconsin Ry.	26.00	26.00	Dec. 11, 1893
1508	Northern Pacific R. R.	2,217.63	4,532.82	Aug. 15, 1893
1909	Coeur d'Alene Railway & Navigation Co.	52.15	.....	Oct. 10, 1893
1917	Seattle, Lake Shore & Eastern Ry.	227.63	176.98	July 1, 1893
1524	Omaha & Saint Louis Ry.	145.00	145.00	June 22, 1893
1528	Peoria, Decatur & Evansville Ry.	310.77	330.87	Jan. 10, 1894
1543	Saint Louis, Chicago & Saint Paul R. R.	110.50	111.00	June 13, 1893
1553	Sioux City & Northern R. R.	96.00	97.28	Oct. 5, 1893
1554	Sioux City Terminal R. R.	1.28	.....	Oct. 10, 1893
1573	Watertown & Lake Kampeska Ry.	4.63	.....	Mar. 30, 1894
1580	Wisconsin Central Co.	257.24	413.30	Sept. 26, 1893
1582	Wisconsin Central R. R.	427.60	531.38	Sept. 26, 1893
1603	Sioux City, O'Neill & Western Ry.	129.16	129.16	Nov. 1, 1893
1604	Union Pacific Ry.	1,829.63	1,835.95	Oct. 13, 1893
1605	Laramie, North Park & Pacific Railroad & Telegraph Co.	13.36	.....	Oct. 13, 1893
1607	Carbon Cut Off Ry.	19.06	19.06	Oct. 13, 1893
1608	Kearney & Black Hills Ry.	65.74	65.74	Oct. 13, 1893
1611	Omaha & Republican Valley Ry.	482.04	482.04	Oct. 13, 1893
1612	Saint Joseph & Grand Island R. R.	251.06	251.06	Oct. 13, 1893
1613	Kansas City & Omaha R. R.	193.68	193.68	Oct. 13, 1893
1748	Denver, Leadville & Gunnison Ry.	324.70	324.70	Oct. 13, 1893
1749	Junction City & Fort Kearney Ry.	88.00	88.00	Oct. 13, 1893
1750	Kansas Central R. R.	165.35	165.92	Oct. 13, 1893
1751	Salina & Southwestern Ry.	35.47	35.47	Oct. 13, 1893
1752	Solomon R. R.	57.04	57.04	Oct. 13, 1893
1755	Union Pacific, Denver & Gulf Ry.	915.25	1,020.18	Dec. 18, 1893
1843	Fort Worth & Denver City Ry.	454.41	470.41	Oct. 23, 1893
1844	Fort Worth & Denver Terminal Ry.	6.88	.....	Oct. 23, 1893
1845	Pan Handle Ry.	14.54	.....	Oct. 23, 1893
1756	Union Pacific, Lincoln & Colorado Ry.	225.35	225.35	Oct. 13, 1893
1966	Echo & Park City Ry.	30.19	30.19	Oct. 13, 1893
1967	Oregon Short Line & Utah Northern Ry.	1,479.68	1,427.84	Oct. 13, 1893
1968	Boise City Railway & Terminal Co.	5.56	.....	Oct. 13, 1893
1969	Oregon Railway & Navigation Co.	640.17	1,059.35	Oct. 13, 1893
1970	Cascade R. R.	6.00	.....	Oct. 13, 1893
1971	Columbia & Palouse R. R.	144.80	.....	Oct. 13, 1893
1972	Mill Creek Flume & Manufacturing Co.	13.40	.....	Oct. 13, 1893
1973	Oregon Railway Extensions Co.	68.73	.....	Oct. 13, 1893
1974	Walla Walla & Columbia River R. R.	35.52	.....	Oct. 13, 1893
1975	Washington & Idaho R. R.	154.19	.....	Oct. 13, 1893
Atchison, Topeka & Santa Fe Ry.: ²				
1621	Atlantic & Pacific R. R.	688.45	943.51	Jan. 5, 1894
1622	Colorado Midland R. R.	273.91	335.97	Feb. 1, 1894
1624	Manhattan, Alma & Burlingame Ry.	56.62	56.62	Jan. 19, 1895
1625	Saint Louis & San Francisco Ry.	992.41	1,328.17	Dec. 23, 1893
1635	Saint Louis, Kansas City & Colorado R. R.	56.94	61.42	Sept. 12, 1894
1636	Wichita & Western Ry.	124.65	89.04	Jan. 14, 1895
1643	Chicago & Atchison Bridge Co.	.35	.35	Sept. 11, 1894
1655	Excelsior Springs R. R.	9.47	9.47	Apr. 5, 1896
1664	Hutchinson & Southern R. R.	82.20	82.20	Aug. 9, 1893
1681	Leavenworth, Topeka & Southwestern Ry.	46.57	57.77	Apr. 20, 1894
1683	Little Rock & Memphis R. R.	131.16	131.16	June 1, 1893
1684	Little Rock, Hot Springs & Texas Ry.	5.00	.....	Feb. 24, 1896
Missouri Pacific Ry.: ³				
1709	Central Branch Union Pacific R. R.	100.00	388.19	Oct. 13, 1893
1710	Atchison, Colorado & Pacific R. R.	254.79	.....	Oct. 13, 1893
1711	Atchison, Jewell County & Western R. R.	33.40	.....	Oct. 13, 1893
1720	Sedalia, Warsaw & Southwestern Ry.	42.30	42.30	July 10, 1894
1724	Pine Bluff & Eastern R. R.	20.00	20.00	Sept. 30, 1895

¹ Unofficial.² Inserted to show relation of six roads following.³ Inserted to show relation of four roads following.

SUMMARY SHOWING RAILWAYS IN THE HANDS OF RECEIVERS ON JUNE 30,
1896—Continued.

No.	Name of road.	Mileage.		Date of ap- pointment of receiver.
		Owued.	Operated.	
1729	Saint Louis, Cape Girardeau & Fort Smith Ry	94.00	94.00	Mar. 4, 1893
1737	Southwestern Arkansas & Indian Territory Ry	33.60	21.00	Mar. 9, 1896
1738	Stuttgart & Arkansas River R. R.	40.00	40.00	Aug. 20, 1895
1771	Galveston, La Porte & Houston Ry.....	56.18	60.08	Jan. 7, 1896
1776	Houston Belt & Magnolia Park Ry.	4.10	.....	May 22, 1893
1795	New Orleans & Northwestern Ry	101.36	101.36	Oct. 1, 1892
	New Orleans & Western R. R.: ¹			
1797	New Orleans & Southern Ry.....	65.80	.....	June 10, 1895
1803	Pecos Valley Ry.....	109.87	109.87	Feb. 17, 1896
1814	San Antonio & Gulf Shore Ry.....	28.40	28.40	May 12, 1895
1829	Teche Railroad & Sugar Co.....	18.00	18.00	Mar. 4, 1894
1837	Texas, Sabine Valley & Northwestern Ry.....	40.00	40.00	Sept. 20, 1893
1840	Texas Trunk R. R.	51.68	51.68	Dec. 7, 1892
1848	Waco & Northwestern R. R.....	54.68	54.68	Dec. 11, 1892
1873	Central Washington R. R.....	109.41	125.81	Sept. 28, 1895
1899	Mosher & McDonald R. R.....	18.68	18.68	Feb. 29, 1896
1948	Shelton Southwestern R. R.....	12.00	12.00	Apr. 1, 1894
1965	Tacoma, Lake Park & Columbia River Ry.....	11.25	11.25	Mar. 28, 1894
1978	Utah Central Ry	32.00	32.00	Nov. 27, 1893

¹ Inserted to show relation of road following.

APPENDIX B.

DECISIONS UPON QUESTIONS RAISED UNDER THE
CLASSIFICATION OF OPERATING EXPENSES,
CASES 20 TO 36.

LETTER OF THE STATISTICIAN.

INTERSTATE COMMERCE COMMISSION, DIVISION OF STATISTICS,

Washington, D. C., September 19, 1896.

Upon May 1, 1895, Bulletin No. 1, being "Decisions upon Questions Raised under the Classification of Operating Expenses," was issued from this office. Following the precedent thus established, there is herewith presented, for the information of carriers, Bulletin No. 2, which contains decisions upon such questions as have been subsequently raised under this classification. In arriving at these decisions the Statistician has in all instances availed himself of the advice of a select committee of the Association of American Railway Accounting Officers, appointed for this purpose, or of that of the Executive Committee of the Association. The decisions may be accepted as supplemental to or explanatory of the revised "Classification of Operating Expenses," which took effect July 1, 1894. They are issued upon the authority of the Interstate Commerce Commission. This bulletin contains cases Nos. 20 to 36, inclusive.

HENRY C. ADAMS,

Statistician to the Interstate Commerce Commission.

QUESTIONS AND DECISIONS.

CASE 20.

Query. What is meant by the term "General offices," as used in the revised "Classification of Operating Expenses?" Where the general office building includes all the offices of the road, how should such expenses as gas, fuel, etc., be distributed?

Answer. The term "General offices" as used in the Revised Classification of Operating Expenses is intended to apply only to the offices occupied by those officers whose salaries are chargeable to General Expenses, account No. 47, "Salaries of general officers."

Where offices other than those of the "General officers" are located in the general office building, the cost of heat, light, and other analogous expenses should be apportioned among the accounts, Maintenance of Way and Structures, Maintenance of Equipment, Conducting Transportation, and General Expenses, according to the benefit derived by each department.

CASE 21.

Query. To what account should amounts paid for detective service on passenger trains be charged?

Answer. Amounts paid for detective service on passenger trains should be charged to Conducting Transportation, account No. 46, "Other expenses."

CASE 22

Query. To what account should the expenses for grade crossings of electric and steam railways be charged?

Answer. Expenses for grade crossings of electric and steam railways (provided they are not street railways) should be charged to Maintenance of Way and Structures, account No. 1, "Repairs of roadway."

CASE 23.

Query. To what account should the purchase price paid for lever cars for the use of "Section foremen" be charged?

Answer. The purchase price paid for lever cars for the use of "Section foremen," if chargeable to expenses, should be charged under Maintenance of Equipment, account No. 15, "Repairs and renewals of work cars."

CASE 24.

Query. To what account should bank discounts on notes of a company be charged?

Answer. Bank discounts on notes of a company should be charged to "Interest" or "Discount" on the general books of the company.

CASE 25.

Query. To what account should be charged the expenses of engine and train crew used exclusively for switching cars to be repaired, and transporting employees to and from repair shops?

Answer. The expenses of engine and train crew used exclusively for switching cars to be repaired, and in transporting employees to and from repair shops, should be apportioned among the various Maintenance of Equipment accounts on the basis of work performed.

CASE 26.

Query. To what accounts should be charged the cost of tools used in repairs and renewals of bridges?

Answer. The cost of tools used exclusively in repairs of bridges should be charged to Maintenance of Way and Structures, account No. 4, "Repairs and renewals of bridges and culverts."

CASE 27.

Query. Should cost of train-order blanks and telegraph blanks used for railroad company's business be charged to "Telegraph expenses," or to "Stationery and printing," under Conducting Transportation?

Answer. Cost of train-order blanks and telegraph blanks used in railroad company's business should be charged to Conducting Transportation, account No. 45, "Stationery and printing."

CASE 28.

Query. Should amounts received for rental of locomotive engines be credited to Conducting Transportation, account No. 34, "Hire of equipment," or returned as a miscellaneous earning?

Answer. Account No. 34, "Hire of equipment," represents the *net balance paid* for hire of equipment. If the net balance be a *credit* it should be treated as a miscellaneous earning. This balance should be closed into earnings or expenses, as the case may be, annually instead of monthly.

CASE 29.

Query. What is the distinction between "Street repairs or sewers," etc., at "Road crossings," chargeable to Maintenance of Way and Structures, account No. 5, "Repairs and renewals of fences, road crossings, signs, and cattle guards," and street repairs at crossings within the limits of station and shop grounds, chargeable to Maintenance of Way and Structures, account No. 6, "Repairs and renewals of buildings and fixtures?"

Answer. When repairs known as "Street repairs or sewers for which the company may be assessed or become responsible" are made to street or road crossings on the line at points removed from buildings, the expense is chargeable to Maintenance of Way and Structures, account No. 5, "Repairs and renewals of fences, road crossings,

signs, and cattle guards;" but when such repairs are made within the limits of grounds considered as belonging to stations, shops, or other buildings of the same class, or on streets surrounding such grounds or buildings, the expense is chargeable to Maintenance of Way and Structures, account No. 6, "Repairs and renewals of buildings and fixtures."

CASE 30.

Query. A railroad line is made up of the A, B, C, D, and E companies. The A and B railroads have their own repair shops and do the work of repairing for the C, D, and E roads, which have no shops. The C, D, and E roads (in addition to actual equipment repairs) pay to the A and B roads a sum based on valuation of shop property or other mutual arrangement for the use of shops. To what account should these payments be charged by the roads paying them, and what account should be credited by the roads owning the shops?

Answer. The amounts paid by the C, D, and E companies as rental should be charged by each to Conducting Transportation, account No. 44, "Rents of buildings and other property." This rental should be credited by the roads receiving it to miscellaneous earnings, and reported to the Interstate Commerce Commission as "Rents not otherwise provided for," on page 35 of the Annual Report Form.

CASE 31.

Query. To what account should wages of employees at coal-dock terminals be charged?

Answer. The wages of employees at coal-dock terminals should be charged to Conducting Transportation, account No. 30, "Station service."

CASE 32.

Query. To what account should the expense of lighting roundhouses used for both passenger and freight engines be charged?

Answer. The expense of lighting roundhouses used for passenger, freight, and all other engines, should be charged to Maintenance of Equipment, account No. 19, "Other expenses."

CASE 33.

Query. The A and B railway was called upon to render certain train service to the C and D railway on account of washout on the latter road. The C and D railway furnished its own train, but the A and B railway furnished in some instances pilots and engineers. To what account should the A and B railway charge the wages of pilots and engineers during the period of such service?

Answer. The wages of pilots and engineers under the conditions stated should be charged to Conducting Transportation, account No. 21, "Engine and roundhouse men."

CASE 34.

Query. To what account should the wages of engineers, firemen, conductors, and trainmen, when operating a special train used only by general officers, be charged?

Answer. The wages of engineers, firemen, conductors, and trainmen, for period when operating special trains, should be charged to Conducting Transportation, account No. 21, "Engine and roundhouse men," or to account No. 26, "Train service," the same as would be the case when operating regular trains.

CASE 35.

Query. To what account should the expenses of Car Service Associations be charged?

Answer. The expenses of Car Service Associations should be charged to Conducting Transportation, account No. 20, "Superintendence."

CASE 36.

Query. Under Maintenance of Equipment, in accounts No. 13, "Repairs and renewals of passenger cars," and No. 14, "Repairs and renewals of freight cars," occurs the following phrase:

"Also proportion of wages of car inspectors and cost of tools used in lubricating and inspecting cars at stations and elsewhere."

Does this phrase imply a distribution of the expense referred to between passenger and freight service, or does it call for an assignment of a portion of this expense to some Conducting Transportation account? If so, to what account should the charge be made?

Answer. The phrase quoted in the above question implies a two-fold distribution: First, a distribution between Maintenance of Equipment and Conducting Transportation, such portion of the expense as pertains to Conducting Transportation being charged to account No. 27, "Train supplies and expenses;" second, a distribution between account No. 13, "Repairs and renewals of passenger cars," and account No. 14, "Repairs and renewals of freight cars," both being subaccounts under Maintenance of Equipment.

APPENDIX C.

DECISIONS UPON QUESTIONS RAISED UNDER THE
CLASSIFICATION OF OPERATING EXPENSES.
CASES 37 TO 47.

APPENDIX

THE APPENDIX CONTAINS A LIST OF THE
NAMES OF THE VESSELS WHICH WERE
USED IN THE SURVEY.

LETTER OF THE STATISTICIAN.

INTERSTATE COMMERCE COMMISSION, DIVISION OF STATISTICS,
Washington, D. C., June 21, 1897.

Upon May 1, 1895, Bulletin No. 1, being "Decisions upon Questions raised under the Classification of Operating Expenses," was issued from this office. It contained authoritative decisions upon nineteen cases that had been raised in connection with the "Classification of Operating Expenses." Upon September 19, 1896, Bulletin No. 2, which contained authoritative decisions upon seventeen additional cases, was issued. The cases in the two Bulletins have been numbered consecutively, so that Bulletin No. 1 contains cases 1 to 19, inclusive, and Bulletin No. 2 cases 20 to 36, inclusive. There is herewith presented for the information of carriers Bulletin No. 3, which contains decisions upon such questions as have arisen since the date of the issue of the last Bulletin. In arriving at these decisions the Statistician has availed himself of the advice of the Executive Committee of the Association of American Railway Accounting Officers. These decisions may be accepted as supplemental to or explanatory of the revised "Classification of Operating Expenses" which took effect July 1, 1894. They are issued upon the authority of the Interstate Commerce Commission. This bulletin contains cases Nos. 37 to 47, inclusive.

HENRY C. ADAMS,
Statistician to the Interstate Commerce Commission.

QUESTIONS AND DECISIONS.

CASE 37.

Query. To what account should be charged the traveling expenses of traveling engineers, whose duties are to instruct engineers how to handle locomotives?

Answer. The expenses of traveling engineers, whose duties are to instruct engineers how to handle locomotives, should be charged to Conducting Transportation, account No. 21, "Engine and roundhouse men."

CASE 38.

Query. To what account should be charged the cost of water used in roundhouses for washing out locomotive boilers?

Answer. The cost of water used in roundhouses for washing out locomotive boilers should be charged to Conducting Transportation, account No. 23, "Water supply for locomotives."

CASE 39.

Query. To what account should be charged the traveling expenses of division telegraph operators?

Answer. The traveling expenses of division telegraph operators should be charged to Conducting Transportation, account No. 29, "Telegraph expenses."

CASE 40.

Query. To what account should be charged the traveling expenses of extra station agents and telegraph operators?

Answer. The traveling expenses of extra station agents should be charged to Conducting Transportation, account No. 30, "Station service," and the traveling expenses of extra telegraph operators should be charged to account No. 29, "Telegraph expenses."

CASE 41.

Query. To what account should train expenses of paymaster's train, moving presidents' and other special or private cars, covering fuel, oil, waste, wages of engineer, conductor, and brakeman, be charged?

Answer. Train expenses of paymaster's train, moving presidents' and other special or private cars, covering fuel, oil, waste, wages of engineer, conductor, and brakeman, should be charged to Conducting Transportation under appropriate accounts. For other expenses, see General Expenses, accounts Nos. 48 and 49.

CASE 42.

Query. To what account should be charged sums paid employees of Maintenance of Equipment and Maintenance of Way departments for injuries received by them?

Answer. Sums paid employees of Maintenance of Equipment and Maintenance of Way departments for injuries received by them should be charged to Conducting Transportation, account No. 36, "Injuries to persons."

CASE 43.

Query. To what account should receiver's fees be charged?

Answer. Receiver's fees should be charged to General Expenses, account No. 47, "Salaries of general officers."

CASE 44.

Query. What is the interpretation of "Court expenses" as used in account No. 51?

Answer. The phrase "Court expenses" used in account No. 51 embraces expenses of clerks, sheriffs, constables, and other court officers, as taxed by the court against the railroad company.

CASE 45.

Query. To what account should repairs of rock crushers be charged?

Answer. Repairs of rock crushers should be charged to Maintenance of Equipment, account No. 15, "Repairs and renewals of work cars."

CASE 46.

Query. To what account should the premium paid for bonds executed in favor of the United States Government for its protection for goods, subject to duty, that may be received and carried in bond from a foreign country be charged?

Answer. Premiums paid for bonds executed in favor of the United States Government for its protection for goods, subject to duty, that may be received and carried in bond from a foreign country, should be charged to Conducting Transportation, account No. 46, "Other expenses."

CASE 47.

Query. To what account should the cost of coal used as fuel under the boilers which supply the steam for power in shops be charged?

Answer. The cost of coal used as fuel under boilers which supply steam for power in shops should be charged to Maintenance of Equipment, account No. 19, "Other expenses."

TABLE I.

CLASSIFICATION OF RAILWAYS
AND MILEAGE

FOR

THE YEAR ENDING JUNE 30, 1896.

EXPLANATORY NOTE.

The established custom of tabulating statistics by territorial groups is continued in this report. "Supplement A," pages 250 and 251, contains totalized figures for certain roads lying in more than one group.

In this table all independent operating roads appear in alphabetical order, printed flush, while subsidiary roads, whether making operating or financial reports, are indented, being also alphabetically arranged. Such subsidiary roads as operate their own and possibly other roads for the leading road of the system are so arranged, however, after a preceding alphabetical arrangement of the subsidiary roads the operations of which are included in a report of the leading road. For illustration, see pages 154 to 158, Nos. 519 to 599, both inclusive. A subsidiary road may have in a subsidiary relation to itself another road, which will appear indented to the second place, and if some road be subsidiary to the last-named company, this third road will be still further indented. For illustration, see page 154, No. 519, Pennsylvania Railroad Company, which appears printed flush as the principal road in an operating system, and under it, as subsidiary, on page 158, No. 586, the Philadelphia, Wilmington and Baltimore Railroad Company, "indented." No. 587, the Baltimore and Potomac Railroad Company, is subsidiary to the last-named company, and "indented to second place," and this road has subsidiary to itself No. 588, the Catonsville Short Line Railroad Company, which is "still further indented." This arrangement shows the proper relation of any road to the immediate road or roads preceding, and this plan has been followed throughout all tables of the report. The form of relation existing between subsidiary companies and the road by which they are controlled is stated in column 6 of this table. In the subsequent tables the roads have abbreviated names, but the same numbers as in Table I. The only exception to this statement is found in "Supplement B," pages 252 to 259, inclusive, where the numbers of roads given are those of the same roads as used in the Eighth Annual Report, the roads having ceased to have a corporate existence during the year covered by this report and therefore not appearing in Table I proper. Some of these roads appear in Table II and tables following, with the same "No." printed in bold-face type, for the purpose of showing their statistics up to the date of the corporate change within the year.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1	2	3	4	5
	Name of road.	LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by comparison with June 30, 1895.	Length.	Increase as shown by comparison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
	Total—Railways in the United States.....	182,776.63	2,119.16	.....	.....
	Group I.....	7,388.75	92.74	.....	.....
	Group II.....	20,802.90	195.37	.....	.....
	Group III.....	22,937.76	286.12	.....	.....
	Group IV.....	11,286.40	168.89	.....	.....
	Group V.....	21,088.81	379.67	.....	.....
	Group VI.....	40,666.54	220.33	.....	.....
	Group VII.....	10,351.91	47.45	.....	.....
	Group VIII.....	22,449.78	425.77	.....	.....
	Group IX.....	11,196.45	181.62	.....	.....
	Group X.....	14,607.33	121.20	.....	.....
	GROUP I.				
	Total—Group I.....	7,388.75	92.74	.....	.....
1	Bangor and Aroostook Railroad Company.....	218.17	44.70	317.31	44.70
2	Bangor and Piscataquis Railroad Company.....	80.24	.....	.....	.....
3	Bangor and Katahdin Iron Works Railway Company. ¹	18.90	.....	.....	.....
4	Barre Railroad Company.....	15.00	6.00	15.00	6.00
5	Bartlett and Albany Railroad Company.....	12.00	.....	.....	.....
6	Bennington and Rutland Railway Company.....	58.91	.....	58.91	.....
7	Boston and Albany Railroad Company.....	² 305.55	.....	² 388.68	.....
8	North Brookfield Railroad Company.....	4.00	.....	.....	.....
9	Pittsfield and North Adams Railroad Company.....	18.55	.....	.....	.....
10	Providence, Webster and Springfield Railroad Company.....	11.23	.....	.....	.....
11	Ware River Railroad Company.....	49.35	.....	.....	.....
12	Boston and Maine Railroad Company.....	369.81	.....	1,716.76	424.30
13	Boston and Lowell Railroad Company.....	96.95	.....	.....	.....
14	Central Massachusetts Railroad Company.....	98.77	.....	.....	.....
15	Connecticut and Passumpsic Rivers Railroad Company.....	110.30	.....	.....	.....
16	Nashua and Lowell Railroad Company.....	14.50	.....	.....	.....
17	Peterborough Railroad Company.....	10.50	.....	.....	.....
18	Northern Railroad Company of New Hampshire.....	82.91	.....	.....	.....
19	Concord and Claremont Railroad Company.....	70.90	.....	.....	.....
20	Peterborough and Hillsborough Railroad Company.....	18.51	.....	.....	.....
21	Stony Brook Railroad Company.....	13.19	.....	.....	.....
22	Wilton Railroad Company.....	15.50	.....	.....	.....

¹ Report received too late for use in other Tables.² Includes 56.63 miles lying in Group II.

FOR THE YEAR ENDING JUNE 30, 1896.

6	
Remarks.	No.
Operating road, independent.....	1
Subsidiary road, fixed money rental. Leased Apr. 1, 1892, for 999 years; rental, interest on stock and bonds, and \$100 for organization purposes.	2
Subsidiary road, fixed money rental. Leased July 1, 1887, for 999 years; annual rental, \$6,000, interest on bonds, and \$4,000 besides. Lease assumed by Bang. & Aroostook R. R., and in addition \$100 per annum to be paid for organization purposes.	3
Operating road, independent.....	4
Independent road. "Line owned" not in operation.....	5
Operating road, independent.....	6
do.....	7
Subsidiary road, fixed money rental. Leased Jan. 1, 1886, for 50 years; rental, \$3,000 per annum.	8
Subsidiary road, fixed money rental. Leased Nov. 26, 1876, for 99 years, for 5 per cent on its capital stock.	9
Subsidiary road, contingent money rental. Leased Jan. 19, 1884, for 5 years; rental, 25 per cent of net earnings. Lease twice renewed for periods of 3 years, last of which ended Jan. 19, 1895. Operated under conditions of original lease pending consideration of new one.	10
Subsidiary road, fixed money rental. Leased Jan. 13, 1874, for 999 years, for 7 per cent on its capital stock.	11
Operating road, independent. "Line operated" includes 40.17 miles not in United States.....	12
Subsidiary road, fixed money rental. Leased to Boston & Me. R. R., Apr. 1, 1887, for 99 years; rental, 7 per cent on its capital stock for 10 years and 8 per cent thereafter, operating expenses and all interest on debt.	13
Subsidiary road, contingent money rental. Leased to Boston & Lowell R. R., Oct. 1, 1886, for 99 years; rental, 20 per cent of gross earnings up to \$1,000,000 and 25 per cent of any excess over that amount, deducting from said 20 per cent 5 per cent on \$2,000,000 of bonds; lessee to pay \$1,500 for organization expenses.	14
Subsidiary road, fixed money rental. Leased Jan. 1, 1887, for 99 years, at 5 per cent for 10 years and 6 per cent thereafter on capital stock, interest on bonds, and \$3,000 for organization expenses, annually; lease assumed by Boston & Me. R. R.	15
Subsidiary road, contingent money rental. Leased Nov. 10, 1880, for 99 years to the Boston & Lowell R. R., for \$60,000, \$4,000 additional in case gross receipts equal or exceed those of 1880, and \$1,000 for organization, annually; lease assumed July 12, 1887, by Boston & Me. R. R., which grants in addition to sums stated in lease 1 per cent annually on capital stock.	16
Subsidiary road, fixed money rental. Leased Apr. 1, 1893, for 93 years; rental, 4 per cent on capital stock, \$300 organization expenses, operating expenses, and taxes. Boston & Me. R. R. operates road by reason of being the lessee of the Boston & Lowell R. R.	17
Subsidiary road, fixed money rental. Leased to Boston & Lowell R. R., Jan. 1, 1890, for 99 years; rental, 5 per cent on the Northern R. R. capital stock for the first 7½ years, and 6 per cent on the same thereafter. Also principal and interest on \$500,000 first-mortgage bonds of the Conc. & Claremont R. R. and \$100,000 first-mortgage bonds of the Peterb. & Hillsb. R. R. Lease assigned to the Boston & Me. R. R.	18
Subsidiary road, other relation.....	19
do.....	20
Subsidiary road, fixed money rental. Leased to Boston & Lowell R. R., Jan. 1, 1890, for 99 years; rental, 7 per cent on capital stock, taxes, and \$500 for organization expenses per annum; lease assumed by Boston & Me. R. R.	21
Subsidiary road, fixed money rental. Leased to Boston & Lowell R. R. for 99 years from Oct., 1883; rental, \$16,800, all public taxes, and \$150 for organization, annually; July 12, 1874, lease assigned to Boston & Me. R. R. without consent of lessor; Dec. 19, 1890, lessor assented to assignment of lease at a semiannual rental of \$10,200.	22

GROUP I.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
23	Boston and Maine Railroad Company—Continued. Concord and Montreal Railroad Company.....	208.47	.....	.....	.....
24	Concord and Portsmouth Railroad Company..	47.50	.....	.....	.....
25	Franklin and Tilton Railroad Company.....	5.00	.....	.....	¹ 5.00
26	Killkenny Lumber Company's Railroad.....	6.27	.18	.....	.....
27	Lake Shore Railroad Company.....	17.28	.....	.....	.....
28	Manchester and North Weare Railroad Com- pany.	24.50	5.74	.....	.....
29	Nashua, Acton and Boston Railroad Company	20.83	.71	.....	.....
30	New Boston Railroad Company.....	5.19	.....	.....	.....
31	Pemigewasset Valley Railroad Company	22.93	1.34	.....	.....
32	Profile and Franconia Notch Railroad Com- pany.	12.84	.....	.....	.....
33	Suncook Valley Railroad Company.....	17.37	.....	.....	.....
34	Suncook Valley Extension Railroad Company.	4.46	.....	.....	.....
35	Tilton and Belmont Railroad Company.....	4.17	.....	.....	.....
36	Whitefield and Jefferson Railroad Company..	33.69	20.69	.....	.....
37	Connecticut River Railroad Company.....	79.85	.....	.....	.....
38	Danvers Railroad Company.....	9.26	.....	.....	.....
39	Eastern Railroad in New Hampshire	16.08	.....	.....	.....
40	Portsmouth and Dover Railroad Company....	10.88	.....	.....	.....
41	Kennebunk and Kennebunkport Railroad Com- pany.	4.50	.....	.....	.....
42	Lowell and Andover Railroad Company	8.73	.....	.....	.....
43	Manchester and Keene Railroad Company.....	29.59	.....	.....	.....
44	Manchester and Lawrence Railroad Company..	22.39	.....	.....	.....
45	Newburyport Railroad Company.....	26.98	.....	.....	.....
46	Portland, Saco and Portsmouth Railroad Com- pany.	50.76	.....	.....	.....
47	Worcester, Nashua and Rochester Railroad Company.	94.48	.....	.....	.....
48	Maine Central Railroad Company	345.23	31.00	813.76	.....
49	Belfast and Moosehead Lake Railroad Com- pany.	33.13	.....	.....	.....
50	Dexter and Newport Railroad Company.....	14.23	.....	.....	.....
51	Dexter and Piscataquis Railroad Company...	16.54	.....	.....	.....
52	Eastern Maine Railway Company	18.80	.....	.....	.....
53	European and North American Railway Com- pany.	120.34	.....	.....	.....

¹ Decrease.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Subsidiary road, fixed money rental. Leased Apr. 1, 1895, for 91 years; rental, 7 per cent on capital stock, interest on bonds, operating expenses, all taxes and expenses of organization; lessee assumes all traffic balances due from lessor to other railroads.	23
Subsidiary road, fixed money rental. Contract dated May 26, 1862, for 99 years from Jan. 1, 1862; rental, 7 per cent on capital stock and \$500 for organization annually.	24
Subsidiary road, fixed money rental. Leased Oct. 8, 1895, for 91 years from Apr. 1, 1895; rental \$1 annually, with such additional sums as may be necessary to keep up the organization of lessor. Lease assigned to Boston & Me. R. R.	25
Subsidiary road, used for transporting logs to main line.....	26
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	27
Subsidiary road, other relation. Controlled through ownership of capital stock.....	28
Subsidiary road, other relation. Controlled through ownership of majority of capital stock. Leased to Boston & Me. R. R., June 29, 1895.	29
Subsidiary road, fixed money rental. Leased June 19, 1893, for 99 years; rental, \$2,800 per annum. Lease assigned to Boston & Me. R. R., June 29, 1895.	30
Subsidiary road, fixed money rental. Leased to Boston, Conc. & Montreal R. R., Feb. 1, 1892, for 100 years; rental, 6 per cent per annum on capital stock, and in addition \$300 annually, organization expenses and all taxes. Lease assumed by Conc. & Montreal R. R. Lease assigned to Boston & Me. R. R., June 29, 1895.	31
Subsidiary road, other relation. Controlled through ownership of capital stock.....	32
Subsidiary road, fixed money rental. Leased Mar. 1, 1870, for 42 years, to Manch. & Law. and Concord R. Rs. at an annual rental of \$14,400, and \$300 for organization.	33
Subsidiary road, other relation. Controlled through ownership of capital stock.....	34
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	35
Subsidiary road, other relation. Controlled through ownership of capital stock.....	36
Subsidiary road, fixed money rental. Leased Jan. 1, 1893, for 99 years; rental 10 per cent on capital stock, 4 per cent interest on bonds, \$2,000 for organization expenses.	37
Subsidiary road, fixed money rental. Leased May 30, 1853, for 100 years, at \$7,500 per annum..	38
Subsidiary road, fixed money rental. Leased Oct. 1, 1878, for 60 years and 2 months, to En. R. R. of Mass., for \$22,500 per annum.	39
Subsidiary road, fixed money rental. Leased June 1, 1872, for 50 years from Feb., 1874, to En. R. R. in N. H., at a rental of \$46,140 per annum, guaranteed by En. R. R. of Mass. Included in lease of En. R. R. in N. H. to Boston & Me. R. R.	40
Subsidiary road, fixed money rental. Leased May 15, 1883, for 99 years, for 4½ per cent dividend per annum.	41
Subsidiary road, fixed money rental. Leased Dec. 1, 1874, for 99 years, at \$52,500 per annum, lessee to pay all public taxes.	42
Subsidiary road, other relation. Sold under foreclosure; bonds purchased by Boston & Lowell and Conc. & Montreal R. Rs. Operated by Boston & Me. R. R. for account of these companies, each being credited with one-half of all earnings and charged with one-half of all expenses.	43
Subsidiary road, fixed money rental. Leased Sept. 1, 1887, for 50 years, for 10 per cent per annum on capital stock and \$2,000 per annum for organization.	44
Subsidiary road, fixed money rental. Leased Feb. 21, 1860, for 100 years, for \$225,000 cash, and debt due Boston & Me. R. R. of \$75,000.	45
Subsidiary road, fixed money rental. Contract dated May 4, 1871, to continue in force until such time as En. R. R. of Mass., by default, shall cease to pay regular semiannual dividend of 3 per cent; contract assigned to Boston & Me. R. R. on purchase of En. R. R. of Mass., May 8, 1890.	46
Subsidiary road, fixed money rental. Leased Jan. 1, 1886, for 50 years, for \$250,000 per annum and all taxes.	47
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock. "Line operated" includes 52.34 miles not in United States.	48
Subsidiary road, fixed money rental. Leased May 10, 1871, for 50 years, at an annual rental of \$36,000 and taxes.	49
Subsidiary road, fixed money rental. Leased Dec. 13, 1888, for 999 years, at an annual rental of \$18,000 until Nov. 24, 1898, and \$6,100 per annum thereafter, and \$250 per annum for organization expenses. Lessee also guarantees the principal and interest of bonds of lessor.	50
Subsidiary road, fixed money rental. Leased Dec. 13, 1888, for 999 years, rental, \$13,350, and \$250 per annum for organization expenses, and taxes.	51
Subsidiary road, fixed money rental. Leased May 1, 1883, for 999 years; annual rental, \$9,000, all taxes, and \$500 for organization expenses.	52
Subsidiary road, fixed money rental. Leased Apr. 1, 1882, for 999 years; annual rental, \$125,000, all taxes, and \$500 for expenses of organization; lessee also assumes city of Bangor bonds, amounting to \$1,000,000, issued to aid construction of road of lessor.	53

GROUP I.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
54	Boston and Maine Railroad Company—Continued. Maine Central Railroad Company—Continued. Knox and Lincoln Railway Company.....	48.39	.....	.....	.....
55	Portland and Ogdensburg Railway Company.....	109.10	.....	.....	.....
56	Upper Coos Railroad Company	55.00	.....	.....	.....
57	Portland and Rochester Railroad Company.....	54.98	.....	53.86	.....
58	Saint Johnsbury and Lake Champlain Railroad Company.....	131.50	.....	131.50	.....
59	Vermont Valley Railroad Company of 1871.....	24.00	.....	24.00	.....
60	Sullivan County Railroad Company	26.00	.....	26.00	.....
61	York Harbor and Beach Railroad Company	11.27	.....	11.27	.....
62	Boston, Revere Beach and Lynn Railroad Com- pany.....	16.10	.....	13.50	.....
63	Bridgton and Saco River Railroad Company.....	16.00	.....	16.00	.....
64	Bristol Railroad Company.....	6.00	.....	6.00	.....
65	Byron Branch Railroad Company.....	7.00	7.00	7.00	7.00
66	Canadian Pacific Railway Company ¹ [Line in Maine.]	.....	.....	176.70	.....
67	International Railway Company of Maine.....	144.50	.....	.....	.....
68	Aroostook River Railroad Company.....	29.20	.....	.....	.....
69	Houlton Branch Railroad Company.....	3.00	.....	.....	.....
70	Montreal and Atlantic Railway Company .....	.....	.....	221.70	.....
71	Newport and Richford Railroad Company	22.00	.....	.....	.....
72	Cape Ann Granite Railroad Company	1.44	² .06	1.44	² .06
73	Central Vermont Railroad Company.....	.....	.....	³ 529.80	² 135.30
74	Burlington and Lamoille Valley Railroad Com- pany.....	26.00	.....	.....	.....
75	Consolidated Railroad Company of Vermont....	178.80	.....	.....	.....
76	Missisquoi Valley Railroad Company.....	28.00	.....	.....	.....
77	Montpelier and White River Railroad Company.....	13.50	.....	.....	.....
78	New London Northern Railroad Company.....	121.00	.....	.....	.....
79	Brattleboro and Whitehall Railroad Company.....	36.00	.....	.....	.....
80	Clarendon and Pittsford Railroad Company.....	10.00	.....	11.78	.....
81	Pittsford and Rutland Railroad Company.....	1.78	.....	.....	.....
82	Fitchburg Railroad Company.....	⁴ 393.94	.....	⁵ 457.78	.....
83	Troy and Bennington Railroad Company.....	⁶ 6.06	.....	.....	.....
84	Vermont and Massachusetts Railroad Company.....	58.80	.....	.....	.....

¹ See page 250, No. 66, for totals covering entire road.² Decrease.³ Includes 126.50 miles lying in Group II; see page 138, Nos. 265 and 266.⁴ Includes 114.99 miles lying in Group II.⁵ Includes 120.03 miles lying in Group II.⁶ Lies in Group II.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	No.
Remarks.	
Subsidiary road, fixed money rental. Leased Aug. 1, 1891, for 999 years, lessee to pay all taxes, interest, and indebtedness of lessor, a dividend of 5 per cent to the stockholders, and \$200 for organization expenses.	54
Subsidiary road, fixed money rental. Leased Aug. 20, 1888, for 999 years, lessee to pay all taxes, interest, and indebtedness of lessor, and a dividend of 1 per cent per annum for three years, and 2 per cent thereafter.	55
Subsidiary road, fixed money rental. Leased May 1, 1890, for 999 years; rental, interest on bonds, 6 per cent on capital stock, and \$500 for charter obligations.	56
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock; 1.12 miles owned not in operation.	57
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	58
Operating road, subsidiary, contingent money rental. Controlled in the interest of Conn. Riv. R. R., which charges the Vt. Vy. R. R. of 1871 with operating expenses, and credits it with gross receipts and earnings of every kind. Operated by Boston & Me. R. R., as agent, under its lease of the Conn. Riv. R. R.	59
Operating road, subsidiary, other relation. Entire capital stock owned by Vt. Vy. R. R. of 1871. Net earnings, less taxes, paid lessor. Operated by Boston & Me. R. R., as agents, under its lease of Conn. Riv. R. R.	60
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	61
Operating road, independent. Of "line owned," 2.60 miles leased to Boston & Me. R. R.	62
Operating road, independent.....	63
do.....	64
Private road. Operated by Blanchard & Twitchell Co., and connects with Rumf. Falls & Rangeley L. R. R. at Houghtons, Me.	65
Operating road, independent.....	66
Subsidiary road, other relation. Leased to Atl. & N. W. Ry., which is leased in perpetuity to Canadian Pac. Ry.	67
Subsidiary road, fixed money rental. Leased to New Bruns. Ry., Jan. 1, 1888, for 999 years, at \$1 per annum. Lease assigned to Canadian Pac. Ry., July 1, 1890, for 990 years.	68
Subsidiary road, other relation. Leased to New Bruns. Ry., which is leased for 999 years from July 1, 1890, to Canadian Pac. Ry.	69
Operating road, subsidiary. No "line owned" in United States. Of "line operated," 200.70 miles in Canada.	70
Subsidiary road, fixed money rental. Leased June 8, 1881, for 99 years, at \$18,000 per annum, and taxes.	71
Operating road, independent.....	72
Operating road, independent. E. C. Smith and C. M. Hays, Receivers; appointed Mar. 19, 1896..	73
Subsidiary road, fixed money rental. Leased May 1, 1889, for 95 years; rental, \$20,200 per annum.	74
Subsidiary road, contingent money rental. Leased June 13, 1884, for 30 years; rental, interest on bonds, and dividends on capital stock, if earned.	75
Subsidiary road, fixed money rental. Leased June 30, 1888, for 95 years, for \$20,000, and \$200 for organization expenses annually.	76
Subsidiary road, other relation. Controlled through ownership of capital stock.....	77
Subsidiary road, fixed money rental. Leased Dec. 1, 1891, for 99 years, at \$211,000 per annum...	78
Subsidiary road, fixed money rental. Leased May 10, 1880, for 99 years, for one-half net earnings after paying 6 per cent upon its debt, and \$400 for organization expenses annually.	79
Operating road, independent. Operated mainly for transportation of marble between quarries and mills on its line; feeder to Del. & Hud. Canal Co. at Center Rutland, Vt., and Cent. Vt. R. R. at Proctor, Vt.	80
Subsidiary road, other relation. Leased July 2, 1890, for 15 years; no rental received; lessee to pay taxes and other expenses and keep the road in thorough repair.	81
Operating road, independent.....	82
Subsidiary road, fixed money rental. Leased in 1872, in perpetuity, to Troy & Boston R. R. at an annual rental of \$15,400, and all taxes and insurance; in May, 1887, Fitchburg R. R. purchased that road, including the lease of Troy & Benningt. R. R.	83
Subsidiary road, fixed money rental. Leased Jan. 1, 1874, for 999 years; rental 6 per cent on stock, interest on bonds, taxes, and \$3,000 for organization expenses annually.	84

GROUP I.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by comparison with June 30, 1895.	Length.	Increase as shown by comparison with June 30, 1895.
		Miles.	Miles.	Miles.	Miles.
85	Franklin and Megantic Railroad Company	16.70	.....	26.70	.....
86	Kingfield and Dead River Railroad Company....	9.62	.....	.....	.....
87	Georges Valley Railroad Company.....	8.50	.....	8.50	.....
88	Grafton and Upton Railroad Company.....	16.50	.....	16.50	.....
89	Grand Trunk Railway Company: ¹				
90	Atlantic and Saint Lawrence Railroad Company.	165.22	.....	166.58	.....
91	Norway Branch Railroad Company	1.36	.....	.....	.....
92	Lewiston and Auburn Railway Company.....	5.41	.....	5.41	.....
93	Hoosac Tunnel and Wilmington Railroad Company	25.00	.....	25.00	.....
94	Kennebec Central Railroad Company.....	5.00	.....	5.00	.....
95	Lime Rock Railroad Company.....	11.09	.....	12.36	.....
96	Martha's Vineyard Railroad Company.....	² 8.78	.....	² 8.78	.....
97	Meriden, Waterbury and Connecticut River Railroad Company. ³	30.34	.....	.....	.....
98	Monson Railroad Company	8.16	.....	8.16	.....
99	Montpelier and Wells River Railroad Company...	38.20	.....	43.62	1.62
100	Barre Branch Railroad Company.....	3.80	.....	.....	.....
101	Moshassuck Valley Railroad Company.....	2.00	.....	2.00	.....
102	Mount Washington Railway Company.....	3.33	.....	3.33	.....
103	Nantucket Central Railroad Company.....	8.50	.....	8.50	.....
104	Narragansett Pier Railroad Company.....	8.50	.....	8.50	.....
105	Newport and Wickford Railroad Company.....	3.40	.....	3.40	.....
106	New England Railroad Company ⁴	⁵ 360.56	360.56	⁶ 527.75	527.75
107	Milford and Woonsocket Railroad Company....	15.33	.....	.....	.....
108	Milford, Franklin and Providence Railroad Company.	4.70	.....	.....	.....
109	Norwich and Worcester Railroad Company.....	66.16	.....	.....	.....
110	Providence and Springfield Railroad Company..	27.73	⁷ .45	.....	.....
111	Rhode Island and Massachusetts Railroad Company in Massachusetts.	6.62	.....	.....	.....
112	Rhode Island and Massachusetts Railroad Company of Rhode Island.	7.08	.....	.....	.....
113	Rockville Railroad Company ⁸	4.48	.05	.....	.....
114	Woonsocket and Pascoag Railroad Company....	9.50	.....	.....	.....
115	New York, New Haven and Hartford Railroad Company.	⁹ 276.41	.....	¹⁰ 1,464.21	.....
116	Berkshire Railroad Company	20.53	.....	.....	.....
117	Boston and New York Air Line Railroad Company.	51.50	.....	.....	.....
118	Colchester Railway Company.....	3.59	.....	.....	.....
119	Chatham Railroad Company	7.07	.....	.....	.....
120	Danbury and Norwalk Railroad Company.....	36.20	.....	.....	.....
121	Harlem River and Port Chester Railroad Company.	¹¹ 11.50	.....	.....	.....
122	Housatonic Railroad Company.....	90.12	.....	.....	.....
123	Naugatuck Railroad Company.....	60.99	.....	.....	.....

¹ Files no report; inserted to show relation of three roads following² Unofficial figures.³ Report for period, July 1, 1895 to May 30, 1896.⁴ Report for ten months ending June 30, 1896.⁵ Includes 30.47 miles lying in Group II.⁶ Includes 41.42 miles lying in Group II.⁷ Decrease.⁸ Report for year ending September 30, 1896.⁹ Includes 14.04 miles lying in Group II.¹⁰ Includes 37.57 miles lying in Group II.¹¹ Lies in Group II.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent.....	85
Subsidiary road, other relation. Operated by the Frank. & Megantic R. R., but no definite arrangement has yet been made.	86
Operating road, independent.....	87
do.....	88
do.....	89
Operating road, subsidiary, fixed money rental. Leased Aug. 5, 1853, for 999 years; annual rental, 6 per cent on capital stock and bonds.	90
Subsidiary road, fixed money rental. Leased Jan. 1, 1880, for 99 years, at nominal rental of \$1 per annum.	91
Operating road, subsidiary, fixed money rental. Leased Mar. 25, 1874, for 99 years; rental, \$18,000 per annum.	92
Operating road, independent.....	93
do.....	94
Private road. Used for transportation of lime rock. Feeder to Knox & Linc. Ry. at Rockland, Me.	95
Operating road, independent. Operated only four months during the year, from June to October.	96
Independent road. "Line owned" not in operation.....	97
Operating road, independent.....	98
do.....	99
Subsidiary road, fixed money rental. Leased June 1, 1889, for 99 years; rental, \$4,800 per annum.	100
Operating road, independent.....	101
Operating road, independent. Cog wheel road. Operated only during the summer months....	102
Operating road, independent.....	103
do.....	104
do.....	105
do.....	106
Subsidiary road, fixed money rental. Leased Apr. 1, 1896, for one year; rental, \$3,600 per annum.	107
Subsidiary road, fixed money rental. Leased Apr. 1, 1896, for one year; rental, \$2,400 and all expenses.	108
Subsidiary road, fixed money rental. Leased Feb. 9, 1869, for 99 years; annual rental, interest on bonds, and 8 per cent on preferred stock.	109
Subsidiary road, fixed money rental. Leased Oct. 1, 1890, for 99 years; rental, 6 per cent on capital stock, interest on bonds, taxes and assessments.	110
Subsidiary road, fixed money rental. Leased Nov. 21, 1887, for 99 years; annual rental, \$10,000 and all taxes, assessments, etc.	111
Subsidiary road, fixed money rental. Leased Oct. 1, 1887, for 99 years; rental, \$10,000, all taxes and assessments.	112
Subsidiary road, fixed money rental. Agreement entered into Mar. 31, 1896; rental, \$10 per day. Lease terminable on 30 days' notice by either party.	113
Subsidiary road, fixed money rental. Leased Feb. 28, 1891, for 99 years; rental, 5 per cent interest on stocks and bonds.	114
Operating road, independent. On June 30, 1895, the Nantasket Beach R. R., 6.95 miles, was operated by electric power.	115
Subsidiary road, contingent money rental. Leased Apr. 1, 1893, for 99 years; rental, 6 per cent on capital stock, all expenses, taxes, and \$250 for maintenance of organization. "Old lease to the Housatonic R. R. suspended, but not canceled."	116
Subsidiary road, fixed money rental. Leased Oct. 1, 1882, for 99 years; rental, \$120,000 per annum, and interest on its bonds, and the bonds of Colchester R. R.	117
Subsidiary road, fixed money rental. Leased Oct. 1, 1882, for 999 years. Interest on bonds guaranteed by Boston & N. Y. Air Line R. R.	118
Subsidiary road, contingent money rental. Contract in effect Nov. 22, 1894. Terminable after 30 days' notice by either party. Lessee equips, maintains, operates railroad, collects all revenue and pays to the lessor 30 per cent of gross receipts.	119
Subsidiary road, fixed money rental. Leased July 1, 1892, for 99 years; rental, 5 per cent dividend on capital stock, interest on bonds, all taxes and assessments. Of "line owned," 5.95 miles operated by Shepaug, Litchf. & Nn. R. R.	120
Subsidiary road, fixed money rental. Leased Sept. 30, 1873, for 99 years, to N. Y., New Hav. & Hartf. R. R., for interest on bonds. The lessee owns entire capital stock of lessor road.	121
Subsidiary road, fixed money rental. Leased July 1, 1892, for 99 years; rental, 1 per cent dividend on preferred capital stock, and interest on bonds.	122
Subsidiary road, fixed money rental. Leased Apr. 1, 1887, for 99 years; rental, interest on bonds, and 10 per cent per annum on capital stock.	123

GROUP I.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1	2	3	4	5
	Name of road.	LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by comparison with June 30, 1895.	Length.	Increase as shown by comparison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
124	New York, New Haven and Hartford Railroad Company—Continued. New Haven and Derby Railroad Company.....	16.69	.....	.....	.....
125	New Haven and Northampton Company.....	126.31	.....	.....	.....
126	Holyoke and Westfield Railroad Company....	10.32	.....	.....	.....
127	Old Colony Railroad Company.....	495.20	.....	.....	.....
128	Boston and Providence Railroad Company....	61.19	.....	.....	.....
129	Attleboro' Branch Railroad Company.....	4.00	.....	.....	.....
130	Fall River Railroad Company.....	12.25	.....	.....	.....
131	Nantasket Beach Railroad Company.....	6.95	.....	.....	.....
132	Plymouth and Middleborough Railroad Company.	15.17	.10	.....	.....
133	Providence, Warren and Bristol Railroad Company.	14.35	.....	.....	.....
134	Pawtuxet Valley Railroad Company.....	5.67	.....	.....	.....
135	Providence and Worcester Railroad Company..	47.91	.....	.....	.....
136	Shore Line Railway Company.....	49.40	.....	.....	.....
137	Stockbridge and Pittsfield Railroad Company..	22.02	.....	.....	.....
138	West Stockbridge Railroad Company.....	2.64	.....	.....	.....
139	Shepaug, Litchfield and Northern Railroad Company.	32.28	.....	38.23	.....
140	Phillips and Rangeley Railroad Company.....	28.60	.....	28.60	.....
141	Portland and Rumford Falls Railway Company..	26.38	¹ .02	57.06	¹ .04
142	Rumford Falls and Buckfield Railroad Company.	26.48	¹ .02	.....	.....
143	Quincy Quarry Company's Railroad	4.92	2.42	4.92	2.42
144	Rockport Railroad Company.....	3.00	.....	3.00	.....
145	Rumford Falls and Rangeley Lakes Railroad Company.	31.00	16.00	31.00	31.00
146	Rutland Railroad Company.....	120.23	.53	135.83	135.83
147	Addison Railroad Company.....	15.60	.....	.....	.....
148	Saint Croix and Penobscot Railroad Company....	16.25	.....	21.00	.....
149	Sandy River Railroad Company.....	18.00	.....	18.00	.....
150	Sawyer River Railroad Company.....	10.00	.....	10.00	.....
151	Sebasticook and Moosehead Railroad Company...	8.00	.....	8.00	.....
152	Somerset Railway Company.....	42.06	.....	42.06	.....
153	South Manchester Railroad Company.....	2.25	.....	2.25	.....
154	Union Freight Railroad Company.....	2.43	.....	2.43	.....
155	Wiscasset and Quebec Railroad Company.....	43.46	15.26	43.46	15.26
156	Wood River Branch Railroad Company.....	5.70	.....	5.70	.....
157	Woodstock Railway Company.....	13.88	.....	13.88	.....
158	Fair Ground Railroad Company.....	.61	.....	.61	.....
159	Worcester and Shrewsbury Railroad Company...	2.70	.....	2.70	.....

¹ Decrease.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Subsidiary road, fixed money rental. Leased July 1, 1892, for 99 years; rental, 3 per cent dividend on capital stock until June 30, 1895, and 4 per cent thereafter during term of lease, interest on bonds, all taxes and assessments.	124
Subsidiary road, fixed money rental. Leased Apr. 1, 1887, for 99 years; rental, 1 per cent on capital stock for 3 years, 2 per cent for the second 3 years, 3 per cent for the third 3 years, and 4 per cent thereafter; interest on bonds and taxes.	125
Subsidiary road, contingent money rental. Leased Dec. 3, 1870, in perpetuity; rental, 50 per cent of gross receipts subject to interest on bonds of \$260,000, guaranteed by New Hav. & Northamp. Co. Lease assumed by N. Y., New Hav. & Hartf. R. R., with lease of New Hav. & Northamp. Co.	126
Subsidiary road, fixed money rental. Leased Mar. 1, 1893, for 99 years; rental, 7 per cent on capital stock, interest on funded debt, taxes, and organization expenses. Lease includes its interest as lessee.	127
Subsidiary road, fixed money rental. Leased Apr. 1, 1888, for 99 years; annual rental, 10 per cent on capital stock, interest on bonds, taxes and assessments, etc. Excludes one-half of 5 miles owned jointly by Prov. & Worc. and Boston & Prov. R. Rs.	128
Subsidiary road, fixed money rental. Leased Dec. 31, 1870, for 30 years; annual rental, 7 per cent on capital stock; included in lease to Old Colony R. R.	129
Subsidiary road, contingent money rental. Leased Apr. 1, 1882, for 99 years; rental, 30 per cent of gross earnings, which is guaranteed to be sufficient to pay interest on bonds.	130
Subsidiary road, fixed money rental. Leased Apr. 1, 1888, for 99 years; lessee guarantees interest on bonds up to \$6,250, pays taxes, and has option of purchasing property after 20 years of the lease for \$150,000. Road operated by electric power June 30, 1895.	131
Subsidiary road, contingent money rental. Leased Dec. 4, 1891. No returns to be made to the road for 25 years; thereafter 30 per cent of gross receipts for remainder of lease.	132
Subsidiary road, fixed money rental. Leased July, 1891, for 95 years and 9 months; rental, 5 per cent on capital stock for the first 10 years and 5 per cent on common and preferred stock for remainder of lease; also pay interest and taxes, and not exceeding \$500 per annum for salaries.	133
Subsidiary road, fixed money rental. Leased July 1, 1884, for 99 years; annual rental, 7 per cent on capital stock, interest on bonds, taxes, assessments, etc. Lease assumed by N. Y., New Hav. & Hartf. R. R., Apr. 1, 1892.	134
Subsidiary road, fixed money rental. Leased July 1, 1892, for 99 years; rental, 10 per cent on capital stock, interest on bonds, and taxes. Excludes one-half of 5 miles owned jointly by Prov. & Worc. and Boston & Prov. R. Rs.	135
Subsidiary road, fixed money rental. Leased Nov. 1, 1870, in perpetuity; annual rental, \$100,000.	136
Subsidiary road, fixed money rental. Leased Apr. 1, 1893, for 99 years; rental, 6 per cent on capital stock, \$250 organization expenses, all expenses and taxes. "Old lease to the Housatonic R. R. suspended, but not canceled."	137
Subsidiary road, fixed money rental. Leased Apr. 1, 1893, for 99 years; rental, \$1,800 per annum and all taxes.	138
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock. Of "line operated," 5.95 miles owned by Danb. & Norwalk R. R.	139
Operating road, independent.....	140
do.....	141
Subsidiary road, other relation. The Portl. & Rumf. Falls Ry. owns 4,259 shares out of 5,000 of the Rumf. Falls & Buckf. R. R. and has credited among its own liabilities the value of the remaining 741 shares.	142
Private road.....	143
Private road. Used only for transporting limestone from quarry to kiln.....	144
Operating road, independent.....	145
do.....	146
Subsidiary road, fixed money rental. Leased Dec. 7, 1870, for 99 years; rental, 3 per cent on capital stock.	147
Operating road, independent. "Line operated" includes 4.75 miles owned not in United States.	148
Operating road, independent.....	149
Private lumber road, used in connection with Livermore Mills. Feeder to Me. Cent. R. R. at Sawyer River Station, N. H.	150
Operating road, independent.....	151
do.....	152
do.....	153
do.....	154
do.....	155
do.....	156
do.....	157
Operating road, subsidiary. Operated only during fair exhibitions.....	158
Operating road, independent. Operated by Worc. Consol. St. Ry. Co.....	159

GROUP II.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2		3		4		5	
		LINE OWNED.		LINE OPERATED.					
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.				
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>				
	Total—Group II.....	20,802.90	195.37						
160	Addison and Pennsylvania Railway Company....	41.00		46.00					
161	New York and North Pennsylvania Railroad Company.	5.00							
162	Allegheny and Kinzua Railroad Company.....	43.00		43.00					
163	Altoona and Philipsburg Connecting Railroad Company.	16.70	3.40	17.10	3.80				
164	Altoona, Clearfield and Northern Railroad Com- pany.	17.00	4.00	17.00	4.00				
165	Annapolis, Washington and Baltimore Railroad Company.	20.50		20.50					
166	Bachman Valley Railroad Company of Maryland.	4.18		4.18					
167	Baltimore and Annapolis Short Line Railroad Company.	22.00		26.00					
168	Baltimore and Delaware Bay Railroad Company..	27.72		45.03					
169	Smyrna and Delaware Bay Railroad Company..	17.31							
170	Baltimore and Lehigh Railway Company.....	42.90		42.90					
171	Baltimore and Ohio Railroad Company ¹ [Line east of Ohio River.]	531.90	.40	² 1,198.23	.38				
172	Baltimore and New York Railroad Company...	5.30							
173	Baltimore and Philadelphia Railroad Company.	59.32	.02						
174	Baltimore Belt Railroad Company.....	7.16	³ .04						
175	Confluence and Oakland Railroad Company.....	19.70							
176	Fairmont, Morgantown and Pittsburgh Rail- road Company.	57.60							
177	Grafton and Belington Railroad Company.....	⁴ 42.00							
178	Lancaster, Cecil and Southern Railroad Company	4.00							
179	Metropolitan Southern Railroad Company.....	2.25							
180	Ohio and Baltimore Short Line Railway Com- pany (Eastern Division).	9.30							
181	Parkersburg Branch Railroad Company.....	⁵ 103.30							
182	Pittsburgh and Connellsville Railroad Company.	148.80							
183	Berlin Railroad Company.....	8.00							
184	Fayette County Railroad Company.....	11.80							
185	Mount Pleasant and Broad Ford Railroad Company.	9.70							
186	Somerset and Cambria Railroad Company....	45.10							
187	Schuylkill River East Side Railroad Company..	11.00							
188	South Branch Railroad Company (of West Vir- ginia).	⁶ 16.00							
189	Washington City and Point Lookout Railroad Company.	12.50							
190	Washington County Railroad Company.....	24.20							
191	Wheeling, Pittsburgh and Baltimore Railroad Company.	61.80							
192	Ohio and Baltimore Short Line Railway Com- pany (Western Division).	4.00							
193	Bay Ridge and Annapolis Railroad Company...	4.50		4.50					

¹ See page 250, No. 171, for totals covering entire road.³ Decrease.⁵ Includes 42.00 miles lying in Group IV.² Includes 86.00 miles lying in Group IV.⁴ Includes 28.00 miles lying in Group IV.⁶ Lies in Group IV.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent.....	160
Subsidiary road, other relation. Under resolution of board of directors of the N. Y. & N. Pa. R. R., the Addison & Pa. Ry. operates line, furnishes equipment, and charges the N. Y. & N. Pa. R. R. with an amount sufficient to cover expense of train service.	161
Operating road, independent. A. D. Scott, Receiver; appointed Sept. 30, 1892.....	162
Operating road, independent.....	163
Operating road, independent. Samuel P. Langdon and F. G. Paterson, Receivers; appointed Dec. 4, 1893.	164
Operating road, independent.....	165
do.....	166
do.....	167
do.....	168
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	169
Operating road, independent.....	170
Operating road, independent. John K. Cowen and Oscar G. Murray, Receivers; appointed Mar. 1, 1896.	171
Subsidiary road, other relation. Controlled through ownership of capital stock.....	172
Subsidiary road, contingent money rental. Operated by Balt. & Ohio R. R. since Feb. 1, 1883; net earnings applied to payment of interest on bonds; balance, if any, paid to stockholders; no lease or written agreement.	173
Subsidiary road, contingent money rental. Contract dated Jan. 6, 1890. A charge pro rata based on actual mileage is made on all passenger traffic of whatever kind carried over this road, and a charge of \$1.50 on all loaded freight cars.	174
Subsidiary road, fixed money rental. Leased May 1, 1890, for 999 years from Nov. 1, 1889; rental, \$10,000 per annum.	175
Subsidiary road, other relation. Controlled through ownership of majority of capital stock...	176
Subsidiary road, other relation.....	177
Subsidiary road, other relation. Operated by Balt. & Ohio R. R. as a siding.....	178
Subsidiary road, other relation. Controlled through ownership of entire capital stock. Road under construction.	179
Subsidiary road, other relation. Operated through ownership of majority of capital stock, from May 10, 1881.	180
Subsidiary road, contingent money rental. Contract dated Sept. 9, 1865; gross revenue to be applied to payment of salaries, taxes, operating, and all other expenses. Terminable at 3 months' written notice by either party.	181
Subsidiary road, contingent money rental. Leased Jan. 1, 1876, for 50 years, renewable at option of Balt. & Ohio R. R., lessee to pay interest on consolidated mortgage bonds and meet any deficit from operations, which deficit is to be charged against subsequent earnings of lessor road; lessor to receive any net income.	182
Subsidiary road, other relation. Controlled through ownership of majority of capital stock. Operated by Balt. & Ohio R. R., lessee of Pittsb. & Connellsv. R. R. Lease dated Jan. 2, 1871, for 99 years.	183
Subsidiary road, fixed money rental. Leased 1864, for 99 years; rental, \$9,000 per annum.....	184
Subsidiary road, other relation. Operated by Balt. & Ohio R. R., lessee of Pittsb. & Connellsv. R. R. Lease dated Jan. 2, 1871, for 99 years.	185
Subsidiary road, other relation. Operated by Balt. & Ohio R. R., lessee of Pittsb. & Connellsv. R. R. Lease dated Aug. 15, 1879.	186
Subsidiary road, fixed money rental. Interest on bonded debt guaranteed by Balt. & Ohio R. R., in connection with Phila. & Read. R. R., under lease dated Nov. 6, 1885, for 999 years.	187
Subsidiary road, other relation. Operated through ownership of entire capital stock.....	188
Subsidiary road, other relation.....	189
Subsidiary road, other relation. Controlled through ownership of capital stock.....	190
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	191
Subsidiary road, fixed money rental. Leased to Wheel., Pittsb. & Balt. R. R., Aug. 5, 1887, for 999 years; annual rental, \$1.	192
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	193

GROUP II.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2		3		4		5	
		LINE OWNED.		LINE OPERATED.		LINE OPERATED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
194	Baltimore and Ohio Railroad Company—Contd. [Line east of Ohio River.] Berkeley Springs and Potomac Railroad Com- pany.	¹ 5.95	.....	¹ 5.95	.....				
195	Salisbury Railroad Company.....	11.70	.....	11.70	.....				
196	Sharpsville Railroad Company.....	19.73	.....	19.73	.....				
197	Baltimore, Chesapeake and Atlantic Railway Company.	88.06	.50	88.06	.50				
198	Bangor and Portland Railway Company.....	32.51	.....	40.51	.....				
199	Easton and Northern Railroad Company.....	8.14	.10	.....	.....				
200	Barclay Railroad Company.....	14.02	.....	14.02	.....				
201	Bare Rock Railroad Company.....	2.50	.....	2.50	.....				
202	Bath and Hammondsport Railroad Company.....	10.00	.....	10.00	.....				
203	Bellefonte Central Railroad Company.....	² 25.50	.....	² 25.50	.....				
204	Blanchard Extension Railroad Company.....	² 2.50	.....	² 1.00	.....				
205	Bloomsburg and Sullivan Railroad Company.	30.00	.....	30.00	.....				
206	Bradford and Western Pennsylvania Railroad Company.	7.00	.....	7.00	.....				
207	Bradford, Bordell and Kinzua Railway Company.	32.10	.....	32.10	.....				
208	Brooklyn and Brighton Beach Railroad Company.	² 7.50	.....	² 7.50	.....				
209	Brooklyn and Rockaway Beach Railroad Com- pany.	² 3.50	.....	² 3.50	.....				
210	Brownstone and Middletown Railroad Company..	2.50	.....	2.50	.....				
211	Buffalo and Saint Marys Railroad Company.....	24.08	24.08	.....	.....				
212	Buffalo and Susquehanna Railroad Company.....	102.06	26.94	155.14	80.02				
213	Wellsville, Coudersport and Pine Creek Rail- road Company. ³	10.08	⁴ .04	.....	⁴ 12.32				
214	Buffalo, Attica and Arcade Railroad Company....	26.00	6.70	26.00	6.70				
215	Buffalo Creek Transfer Railroad Company.....	1.10	.....	1.10	.....				
216	Buffalo, Rochester and Pittsburgh Railway Com- pany.	254.77	.55	339.66	3.88				
217	Clearfield and Mahoning Railway Company....	25.87	.....	.....	.....				
218	Johnsonburg and Bradford Railroad Company.	19.60	.....	.....	.....				
219	Lincoln Park and Charlotte Railroad Company.	10.30	.....	.....	.....				
220	Mahoning Valley Railroad Company ⁵	1.89	.....	.....	⁴ 9.96				
221	Perry Railroad Company.....	1.03	.....	.....	.....				
222	Cammal and Black Forest Railway Company.....	21.40	6.40	21.40	6.40				
223	Catasauqua and Fogelsville Railroad Company...	27.20	.....	27.20	.....				
224	Catskill Mountain Railway Company.....	15.75	.....	19.52	.....				
225	Cairo Railroad Company.....	3.77	.....	.....	.....				
226	Central New York and Western Railroad Com- pany.	62.74	10.13	62.74	.....				
227	Central Pennsylvania and Western Railroad Company.	31.00	.....	31.00	.....				
228	Central Railroad Company of New Jersey.....	93.40	⁴ 3.11	709.92	4.26				
229	Beaver Meadow, Tresckow and New Boston Railroad Company.	2.06	.....	.....	.....				
230	Buena Vista Railroad Company.....	1.03	.....	.....	.....				
231	Carteret and Sewaren Railroad Company.....	1.25	.....	.....	.....				
232	Carteret Extension Railroad Company.....	1.82	.....	.....	.....				
233	Constable Hook Railroad Company.....	1.95	.....	.....	.....				
234	Cumberland and Maurice River Railroad Com- pany.	22.43	.....	.....	.....				
235	Elizabeth Extension Railroad Company.....	1.69	.....	.....	.....				

¹ Lies in Group IV.³ Report for six months ending June 30, 1896.⁵ Report for two months ending June 30, 1896.² Unofficial figures.⁴ Decrease.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, subsidiary, contingent money rental. Leased Sept. 10, 1888, for 10 years, the Balt. & Ohio R. R. to pay operating expenses, charging for use of equipment. Any excess of earnings is to be paid to said Berkeley Spgs. & Pot. R. R., and for any deficiency of earnings the Berkeley Spgs. & Pot. R. R. is to give promissory notes on demand to the Balt. & Ohio R. R. for the amount of such deficiency.	194
Operating road, subsidiary, other relation. Operated by Balt. & Ohio R. R., lessee of Pittsb. & Connellsv. R. R., which owns a majority of capital stock.	195
Operating road, subsidiary, other relation. Controlled through ownership of capital stock....	196
Operating road, independent.....	197
.....do.....	198
Subsidiary road, contingent money rental. Leased Aug. 1, 1893, for 5 years; rental, 30 per cent of gross earnings, all taxes, charges, etc.	199
Operating road, independent. Owned by Barclay Coal Co.....	200
Operating road, independent.....	201
.....do.....	202
.....do.....	203
Private coal and lumber road. Operated by C. M. Blanchard. Of "line owned," 1.50 miles not in operation.	204
Operating road, independent.....	205
.....do.....	206
.....do.....	207
.....do.....	208
Operating road, independent. Local and summer excursion road.....	209
Operating road, independent.....	210
Independent road. "Line owned" not in operation.....	211
Operating road, independent.....	212
Subsidiary road, fixed money rental. Leased Jan. 1, 1896, for 85 years; rental, cash \$6,270, interest on bonds, and \$75 for organization expenses.	213
Operating road, independent.....	214
Operating road, independent. Leased to Frank Williams & Co., Buffalo, N. Y.....	215
Operating road, independent.....	216
Subsidiary road, fixed money rental. Leased Jan. 3, 1893, in perpetuity; rental, 6 per cent on capital stock and 5 per cent on bonds.	217
Subsidiary road, other relation. Operated by Buff., Roch. & Pittsb. Ry., under provisional agreement dated Feb. 2, 1892; earnings and expenses not kept separate.	218
Subsidiary road, fixed money rental. Leased Jan. 1, 1889, for 99 years, at \$20,000 per annum; lessee guarantees payment of principal and interest of lessor first-mortgage bonds.	219
Subsidiary road, fixed money rental. Leased May 1, 1896, for corporate existence; rental \$15,000.	220
Subsidiary road, fixed money rental. Leased Jan. 1, 1889, for 90 years; lessee guarantees principal and interest on first-mortgage bonds.	221
Operating road, independent.....	222
.....do.....	223
Operating road, independent. Operated principally for summer travel.....	224
Subsidiary road, fixed money rental. Leased July 1, 1885, for 1 year, at a rental of \$2,944.35, renewed from year to year on same terms.	225
Operating road, independent.....	226
.....do.....	227
.....do.....	228
Subsidiary road, other relation. The Cent. R. R. of N. J. and Phila. & Read. R. R. are given the privilege of running their trains (hauling coal from the Coleraine Colliery) over the tracks of this road, for which privilege the track is to be maintained.	229
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	230
.....do.....	231
.....do.....	232
.....do.....	233
.....do.....	234
.....do.....	235

138 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP II.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
236	Central Railroad Company of New Jersey—Contd.				
	Freehold and Atlantic Highland Railroad Company.	24.47			
237	Hibernia Mine Railroad Company.....	5.44			
238	High Bridge Railroad Company.....	16.30	¹ .95		
239	Lafayette Railroad Company.....	.55			
240	Lake Hopatcong Railroad Company.....	5.56			
241	Lehigh and Lackawanna Railroad Company....	25.40			
242	Wind Gap and Delaware Railroad Company..	9.95			
243	Lehigh and Susquehanna Railroad Company...	164.22	3.49		
244	Tresckow Railroad Company.....	7.56			
245	Long Branch and Sea Shore Railroad Company.	6.53			
246	Longwood Valley Railroad Company.....	13.64			
247	Dover and Rockaway Railroad Company.....	5.12			
248	Manufacturers Railroad Company.....	1.68			
249	Manufacturers Extension Railroad Company..	1.23			
250	Navesink Railroad Company.....	4.66			
251	Nesquehoning Valley Railroad Company.....	16.66			
252	New Jersey Southern Railroad Company.....	77.55			
253	New York and Long Branch Railroad Company.	38.04			
254	Newark and New York Railroad Company.....	6.22			
255	Ogden Mine Railroad Company.....	9.86			
256	Raritan North Shore Railroad Company.....	1.75	.75		
257	Sound Shore Railroad Company.....	5.75	5.75		
258	South Branch Railroad Company (of New Jersey).	15.78			
259	Toms River Railroad Company.....	7.57			
260	Toms River and Barnegat Railroad Company...	14.71			
261	Vineland Railroad Company.....	46.82			
262	West End Railroad Company.....	1.55			
263	Wilkesbarre and Scranton Railway Company..	4.85			
264	Central Railroad Company of Pennsylvania.....	31.30		31.30	¹ 7.00
73	Central Vermont Railroad Company: ²				
265	Ogdensburgh and Lake Champlain Railroad Company.	118.00			
266	Saratoga and Saint Lawrence Railroad Company.	8.50			
267	Chambersburg and Gettysburg Railroad Company.	10.00		10.00	
268	Chateaugay Railroad Company.....	18.01		72.82	
269	Chateaugay Railway Company.....	38.89			
270	Plattsburgh and Dannemora Railroad Company.	15.92			
271	Clarion River Railway Company.....	12.00		12.00	
272	Clove Branch Railroad Company.....	8.26		8.26	
273	Connecting Terminal Railroad Company.....	1.00		1.00	
274	Cooperstown and Charlotte Valley Railroad Company.	5.08		24.56	

¹ Decrease.² Inserted to show relation of two roads following.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	236
Subsidiary road, contingent money rental. Leased to Cent. R. R. of N. J., Oct. 1, 1890, for 20 years. Rental, \$12,000 per annum. When one-third gross earnings amount to \$14,000, the rental shall be that amount, and for every \$6,000 additional earnings, \$2,000 shall be added.	237
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	238
do.....	239
do.....	240
Subsidiary road, contingent money rental. Leased to Lehigh Coal & Nav. Co., Jan. 23, 1867, for 99 years. Operated for the lessees by Cent. R. R. of N. J. from Jan. 1, 1891, to Jan. 1, 1892, for one-third of gross receipts. It has been operated by that company since Jan. 1, 1893, for 21 per cent of gross receipts, with a minimum rental of \$1,500 per month.	241
Subsidiary road, contingent money rental. Operated by Cent. R. R. of N. J. in connection with Lehigh & Lack. R. R. under operating agreement. Rental, 21 per cent of gross receipts, with a minimum rental of \$18,000 per annum. Agreement is made for 5 years from Jan. 1, 1893.	242
Subsidiary road, contingent money rental. Owned by Lehigh Coal & Nav. Co. and leased to Cent. R. R. of N. J., Mar. 31, 1871, for 999 years, for one-third of the gross receipts.	243
do.....	244
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	245
do.....	246
Subsidiary road, fixed money rental. Leased Apr. 1, 1881, for 999 years. Rental, 6 per cent on capital stock, taxes, and \$500 per annum for organization expenses.	247
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	248
do.....	249
do.....	250
Subsidiary road, contingent money rental. Leased Nov. 4, 1868, for 999 years, to the Lehigh Coal & Nav. Co. for guaranteed annual dividend of 5 per cent; subleased to Cent. R. R. of N. J. for one-third of gross receipts, paid to Lehigh Coal & Nav. Co.	251
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	252
Subsidiary road, other relation. Entire capital stock owned by Cent. R. R. of N. J., and road operated by that company and Pennsylvania R. R. jointly. Agreement dated Jan. 2, 1888.	253
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	254
Subsidiary road, fixed money rental. Leased Nov. 4, 1881, for 999 years from Jan. 1, 1882; rental, 5 per cent per annum on capital stock, and \$500 per annum for office expenses.	255
Subsidiary road, other relation.....	256
do.....	257
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	258
do.....	259
do.....	260
do.....	261
do.....	262
Subsidiary road, fixed money rental. Leased May 1, 1888, to Lehigh Coal & Nav. Co., during the continuance of the charter of Wilkesb. & Scranton Ry., less one year rental paid by the Lehigh Coal & Nav. Co., \$47,500, and taxes; lease assigned to Cent. R. R. of N. J., May 1, 1888; rental, 6 per cent on cost of road and taxes.	263
Operating road, independent.....	264
	73
Subsidiary road, contingent money rental. Leased June 1, 1886, for corporate existence; rental, interest on bonds, when earned.	265
Subsidiary road, fixed money rental. Leased June 1, 1889, for 999 years, to Ogdensb. & L. Champ. R. R.; rental, 5 per cent interest on bonds guaranteed; lease assigned to Cent. Vt. R. R.	266
Operating road, independent.....	267
do.....	268
Subsidiary road, fixed money rental. Chateaugay R. R. guarantees interest on bonds only from July 12, 1887.	269
Subsidiary road, fixed money rental. Built and owned by State of New York; cost of construction, \$169,852.34; leased May 20, 1879, to Chateaugay R. R.; rental, \$1 per annum and "other good and valuable considerations."	270
Operating road, independent.....	271
Operating road, independent. "Line owned" includes 4.01 miles operated as a branch, the title to which is in litigation.	272
Operating road, independent. Terminal road, Buffalo, N. Y.....	273
Operating road, independent.....	274

GROUP II.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
275	Cooperstown and Charlotte Valley Railroad Com- pany—Continued. Cooperstown and Susquehanna Valley Railroad Company.	19.48	.....	.....	.....
276	Cornwall Railroad Company.....	12.67	.....	12.67	.....
277	Cornwall and Lebanon Railroad Company.....	24.89	.....	24.89	.....
278	Coudersport and Port Allegany Railroad Company	45.00	28.00	45.00	23.00
279	Crown Point Iron Company's Railroad.....	12.84	.....	.....	.....
280	Cumberland and Pennsylvania Railroad Company.	39.66	.....	42.73	.....
281	Dansville and Mount Morris Railroad Company..	12.28	¹ .22	15.28	.28
282	Delaware and Hudson Canal Company.....	106.74	.....	² 688.93	.49
283	Albany and Susquehanna Railroad Company...	142.59	.....	.....	.....
284	Cherry Valley, Sharon and Albany Railroad Company.	21.04	.....	.....	.....
285	Schenectady and Duanesburgh Railroad Com- pany.	13.79	.....	.....	.....
286	New York and Canada Railroad Company.....	149.67	.49	.....	.....
287	Northern Coal and Iron Company.....	22.49	.....	.....	.....
288	Rensselaer and Saratoga Railroad Company....	³ 136.02	.....	.....	.....
289	Albany and Vermont Railroad Company.....	12.18	.....	.....	.....
290	Glens Falls Railroad Company.....	15.12	.....	.....	.....
291	Rutland and Whitehall Railroad Company....	⁴ 6.83	.....	.....	.....
292	Saratoga and Schenectady Railroad Company.	21.65	.....	.....	.....
293	Ticonderoga Railroad Company.....	2.50	.....	.....	.....
294	Adirondack Railway Company	56.97	.02	56.97	.02
295	Delaware, Lackawanna and Western Railroad Company.	194.61	.....	791.87	.09
296	Cayuga and Susquehanna Railroad Company...	34.41	.....	.....	.....
297	Greene Railroad Company.....	8.10	.....	.....	.....
298	Morris and Essex Railroad Company.....	119.78	.....	.....	.....
299	Chester Railroad Company.....	10.02	.....	.....	.....
300	Morris and Essex Extension Railroad Com- pany.	1.91	.....	.....	.....
301	Newark and Bloomfield Railroad Company...	4.24	.....	.....	.....
302	New York, Lackawanna and Western Railway Company.	214.20	.....	.....	.....
303	Oswego and Syracuse Railroad Company.....	34.98	.....	.....	.....
304	Passaic and Delaware Railroad Company.....	13.99	.....	.....	.....
305	Passaic and Delaware Extension Railroad Company.	7.40	.....	.....	.....

¹ Decrease.³ Includes 36.51 miles lying in Group I.² Includes 43.34 miles lying in Group I.⁴ Lies in Group I.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	No.
Remarks.	
Subsidiary road, contingent money rental. Leased Apr. 30, 1888, for 99 years from Jan. 1, 1889. Rental, 5 per cent guaranteed interest on bonds, and not to exceed 5 per cent on capital stock if earned, after making certain deductions; remaining net proceeds are to be equally divided.	275
Operating road, independent.....	276
do.....	277
do.....	278
Independent road. "Line owned" not in operation.....	279
Operating road, independent. Operated by the Consolidation Coal Co., which owns the entire capital stock. Of "line owned," .21 mile not in operation.	280
Operating road, independent. A. S. Murray, Receiver; appointed June 8, 1894.....	281
Operating road, independent. "Line owned" includes 9.93 miles of so-called Schen. & Mechv. R. R., operated as a branch of Alb. & Susq. R. R.	282
Subsidiary road, fixed money rental. Leased Feb. 24, 1870, for 150 years from Apr. 19, 1851; rental, interest on bonds, 7 per cent on capital stock, and \$1,000 for organization expenses; a payment of \$5,000 semiannually is also made by lessee to the trustees of the sinking fund of the city of Albany, and is invested by the latter for the payment of bonds issued lessor by the city of Albany.	283
Subsidiary road, contingent money rental. The Del. & Hud. Canal Co. operates this road under lease dated July 15, 1868, in perpetuity, in connection with Alb. & Susq. R. R., paying as rental 50 per cent of its gross earnings.	284
Subsidiary road, fixed money rental. The Del. & Hud. Canal Co. operates this road under a lease dated July 8, 1874, in perpetuity, in connection with Alb. & Susq. R. R., paying as rental 6 per cent per annum interest on its bonds.	285
Subsidiary road, contingent money rental. Leased Feb. 20, 1878, in perpetuity; rental, 30 per cent of gross earnings.	286
Subsidiary road, fixed money rental. Leased Dec. 1, 1873, during full term of charter or any renewal thereof; rental, 6 per cent per annum on cost of road.	287
Subsidiary road, fixed money rental. Leased May 1, 1871, for term of charter; rental, interest on bonds, 8 per cent dividends on capital stock annually, and \$1,000 organization expenses; lessee also assumes all leases of Renss. & Sar. R. R.	288
Subsidiary road, fixed money rental. Leased May 1, 1871, in perpetuity, at \$20,000 per annum; included in lease to Del. & Hud. Canal Co.	289
Subsidiary road, other relation. Entire capital stock owned by Renss. & Sar. R. R.; included in lease to Del. & Hud. Canal Co., May 1, 1871.	290
Subsidiary road, fixed money rental. Leased Feb. 1, 1870, in perpetuity; rental, \$15,342, and \$150 for organization expenses, annually; included in lease to Del. & Hud. Canal Co.	291
Subsidiary road, fixed money rental. Leased June 13, 1861, in perpetuity; rental, \$31,750 per annum; included in lease to Del. & Hud. Canal Co., May 1, 1871.	292
Subsidiary road, fixed money rental. Leased Aug. 13, 1890, for 50 years; rental, 5 per cent on capital stock, interest on debt, \$1,000 per annum for sinking fund, and taxes.	293
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	294
Operating road, independent.....	295
Subsidiary road, fixed money rental. Leased Apr. 21, 1855, in perpetuity, from Jan. 1, 1855, originally at \$70,000 per annum; rental since reduced to \$54,600 per annum.	296
Subsidiary road, fixed money rental. Leased Apr. 26, 1870, for the term of its charter; rental, 6 per cent on capital stock and interest on bonds.	297
Subsidiary road, fixed money rental. Leased Dec. 10, 1868, for term of its charter; rental, 7 per cent on capital stock and interest on bonds.	298
Subsidiary road, fixed money rental. Leased May 15, 1868, and included in the lease to Del., Lack. & Wn. R. R., Dec. 10, 1868; rental, 4 per cent on bonds.	299
Subsidiary road, fixed money rental. Leased May 6, 1889, for term of its charter; rental, 4 per cent per annum on capital stock.	300
Subsidiary road, fixed money rental. Leased Apr. 1, 1868, to Mor. & Essex R. R., and included in the lease to Del., Lack. & Wn. R. R., Dec. 10, 1868; rental, 6 per cent on capital stock.	301
Subsidiary road, fixed money rental. Leased Oct. 2, 1882, for term of its charter; rental, 5 per cent on capital stock and interest on bonds.	302
Subsidiary road, fixed money rental. Leased Feb. 13, 1869, for term of its charter; rental, 9 per cent on capital stock and interest on bonds.	303
Subsidiary road, fixed money rental. Leased Nov. 1, 1882, for term of its charter; rental, 5 per cent on capital stock.	304
Subsidiary road, fixed money rental. Agreement dated May 1, 1890, for term of charter; rental, 4 per cent per annum on capital stock.	305

GROUP II.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
306	Delaware, Lackawanna and Western Railroad Company—Continued. Syracuse and Baldwinsville Railway Company.	.95	.....	.....	.....
307	Utica, Chenango and Susquehanna Valley Rail- way Company.	97.41	.....	.....	.....
308	Valley Railroad Company (of New York).....	11.64	.....	.....	.....
309	Warren Railroad Company.....	18.80	.....	.....	.....
310	Hanover and Newport Railroad Company.....	6.81	.....	6.81	.....
311	Hopatcong Railroad Company.....	.89	.....	.89	.....
312	Lackawanna and Montrose Railroad Company..	10.48	.....	10.48	.....
313	Sussex Railroad Company.....	29.52	.....	29.52	.....
314	Syracuse, Binghamton and New York Railroad Company.	81.00	.....	81.00	.....
315	Delaware River Railroad Company.....	19.97	.....	19.97	.....
316	Delaware River and Lancaster Railroad Company.	¹ 12.60	.....	.....	.....
317	Delaware, Susquehanna and Schuylkill Railroad Company.	48.01	.....	182.64	.....
318	Harwood Branch Railroad Company.....	1.34	.....	.....	.....
319	Dents Run Railroad Company.....	7.00	.....	7.00	.....
320	Eagle Mills Railroad Company.....	8.00	.....	8.00	.....
321	Eagles Mere Railroad Company.....	8.00	.....	8.00	.....
322	East Broad Top Railroad and Coal Company.....	31.10	.....	42.26	.....
323	Booher Branch Railroad Company.....	2.36	.....	.....	.....
324	Shade Gap Railroad Company.....	11.16	.....	.....	.....
325	Edgewood Railroad Company.....	1.60	.....	1.60	.....
326	Emmitsburg Railroad Company.....	7.30	.....	7.30	.....
327	Emporium and Rich Valley Railroad Company...	14.50	.....	14.50	.....
328	Erie Railroad Company ² [Line east of Salamanca, New York.]	543.87	543.87	1,224.04	1,224.04
329	Arnot and Pine Creek Railroad Company.....	11.83	.....	.....	.....
330	Avon, Geneseo and Mount Morris Railroad Company.	17.70	.....	.....	.....
331	Bergen County Railroad Company.....	9.82	.....	.....	.....
332	Buffalo and Southwestern Railroad Company...	66.36	.....	.....	.....
333	Buffalo, Bradford and Pittsburgh Railroad Company.	26.17	.....	.....	.....
334	West Branch Railroad Company (of Pennsyl- vania).	10.84	.....	.....	.....
335	Buffalo, New York and Erie Railroad Company.	140.25	.....	.....	.....
336	Conesus Lake Railroad Company.....	1.61	.....	.....	.....
337	Erie and Black Rock Railroad Company.....	1.14	.....	.....	.....
338	Elmira State Line Railroad Company.....	6.51	.....	.....	.....
339	Erie International Railway Company.....	4.50	.....	.....	.....

¹ Unofficial figures.² Report for seven months ending June 30, 1896. See page 250, No. 328, for totals covering entire road.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	No.
Remarks.	
Subsidiary road, other relation. Controlled through ownership of majority of capital stock. "Line owned" not in operation.	306
Subsidiary road, fixed money rental. Leased Apr. 9, 1870, for term of its charter; rental, 6 per cent on capital stock.	307
Subsidiary road, fixed money rental. Leased Apr. 15, 1869, for term of its charter; rental, 5 per cent on capital stock and bonds.	308
Subsidiary road, fixed money rental. Leased Oct. 1, 1857, for term of its charter; rental, 7 per cent on capital stock and bonds.	309
Operating road, subsidiary, other relation. Money for building advanced by Del., Lack. & Wn. R. R. Controlled through ownership of majority of capital stock since Mar., 1894.	310
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.	311
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	312
Operating road, subsidiary, other relation. Controlled since 1881 by Del., Lack. & Wn. R. R., lessee of Mor. & Essex R. R., through ownership of majority of capital stock.	313
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	314
Operating road, independent.....	315
Independent road. "Line owned" not in operation.....	316
Operating road, independent.....	317
Subsidiary road, contingent money rental. Leased from the Cross Ck. Coal Co., for a sum based on number of tons passing over road.	318
Private logging road.....	319
Private lumber road, owned by Thomas Keelor. Feeder to Pennsylvania R. R. at Wetmore, Pa.	320
Operating road, independent. Summer road.....	321
Operating road, independent.....	322
Subsidiary road, fixed money rental. Rental is based on a certain per cent on capital stock and bonds, if earned. Line not in operation.	323
Subsidiary road, contingent money rental. Rental depends on amount of ore carried for Rockhill Iron & Coal Co.	324
Private road. Operated by Hampton Coal Mines as coal road. Feeder to Pennsylvania R. R. at Hampton Intersection, Pa.	325
Operating road, independent.....	326
do.....	327
Operating road, independent. "Line operated" includes 15.61 miles owned by Erie & Wyo. Vy. R. R.	328
Subsidiary road, other relation. Entire capital stock owned by Erie R. R. and pledged under its first consolidated mortgage deed.	329
Subsidiary road, fixed money rental. Contract dated Feb. 26, 1896, in perpetuity; rental, 2½ per cent on capital stock for first 4 years, 3 per cent for year following, and 3½ per cent thereafter.	330
Subsidiary road, other relation. Entire capital stock owned by Erie R. R., and pledged under its first consolidated mortgage deed, and its bonded debt in the hands of the public shown as a part of the funded debt of Erie R. R.	331
Subsidiary road, contingent money rental. Leased Aug. 1, 1880, in perpetuity; lessee pays semiannually 35 per cent of gross earnings after certain deductions for terminal charges, locomotive and car service.	332
Subsidiary road, other relation. Of its issue of \$2,286,400 of capital stock there is owned by the Erie R. R. and pledged under its first consolidated mortgage deed, \$2,189,900. In addition, the Erie R. R. owns \$5,000 more of capital stock which has recently been acquired, but is not yet pledged. The entire bonded debt is owned by the Erie R. R.	333
Subsidiary road, other relation.....	334
Subsidiary road, fixed money rental. Leased May 1, 1863, for 490 years; annual rental, 7 per cent on capital stock and bonds.	335
Subsidiary road, other relation. Entire capital stock owned by the Erie R. R. and pledged under its first consolidated mortgage deed.	336
Subsidiary road, other relation. Owned by Erie R. R.....	337
Subsidiary road, other relation. Entire capital stock, with exception of \$29,200, owned by the Erie R. R. and pledged under its first consolidated mortgage deed, and its entire bonded debt shown as a part of the funded debt of the Erie R. R.	338
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	339

GROUP II.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
340	Erie Railroad Company—Continued. [Line east of Salamanca, New York.] Goshen and Deckertown Railway Company.....	11.64	.....	.....	.....
341	Jefferson Railroad Company.....	44.69	.....	.....	.....
342	Long Dock Company.....	2.83	.....	.....	.....
343	Middletown and Crawford Railroad Company..	10.22	.....	.....	.....
344	Montgomery and Erie Railway Company.....	10.43	.....	.....	.....
345	Moosic Mountain and Carbondale Railroad Company.....	4.21	.....	.....	.....
346	Newark and Hudson Railroad Company.....	5.62	.....	.....	.....
347	New York and Greenwood Lake Railway Com- pany. ¹	47.50	² 1.51	.....	² 54.17
348	Arlington Railroad Company.....	1.16	.....	.....	.....
349	Watchung Branch Railroad Company.....	4.16	.....	.....	.....
350	New York, Lake Erie and Western Coal and Railroad Company.	43.04	.....	.....	.....
351	Brockport and Shawmut Railroad Company..	3.75	.....	.....	.....
352	Daguschonda and Elk Railroad Company....	5.50	.....	.....	.....
353	Northern Railroad Company of New Jersey....	21.71	.....	.....	.....
354	Nyack and Northern Railroad Company.....	4.37	.....	.....	.....
355	Paterson and Hudson River Railroad Company.	13.11	.....	.....	.....
356	Paterson and Ramapo Railroad Company.....	14.47	.....	.....	.....
357	Union Railroad Company (of New York).....	.84	.....	.....	.....
358	Paterson, Newark and New York Railroad Com- pany.	11.32	.....	.....	.....
359	Rochester and Genesee Valley Railroad Com- pany.	18.40	.....	.....	.....
360	Suspension Bridge and Erie Junction Railroad Company.	24.01	.....	.....	.....
361	Lockport and Buffalo Railway Company.....	15.12	.....	.....	.....
362	Tioga Railroad Company ³	46.39	.....	.....	² 106.34
363	Weehawken Branch Railroad Company.....	3.45	3.45	.....	.....
364	New Jersey and New York Railroad Company..	34.50	² .24	47.66	² .24
365	Garnerville Railroad Company.....	1.00	.....	.....	.....
366	New Jersey and New York Extension Rail- road Company.	2.37	.....	.....	.....
367	Erie and Central New York Railway Company...	1.00	1.00	.....	.....
368	Erie and Wyoming Valley Railroad Company....	94.09	15.87	78.22	.....
369	Fall Brook Railway Company.....	100.70	.....	240.32	.64
370	Pine Creek Railway Company.....	74.80	.....	.....	.....
371	Syracuse, Geneva and Corning Railway Com- pany.	64.82	.64	.....	.....

¹ Report for ten months ending April 30, 1896.² Decrease.³ Report for five months ending November 30, 1895.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Subsidiary road, contingent money rental. Leased Feb. 1, 1872, for 45 years; rental, \$21,500 per annum, and taxes, save State taxes on capital stock; lease subject to abatement of whatever sums may be obtained by scaling down interest on bonds. The lessee is now paying \$19,035 per annum.	340
Subsidiary road, other relation. Entire capital stock owned by Erie R. R. and pledged under its first consolidated mortgage deed. Entire bonded debt in hands of public is shown as part of funded debt of the Erie R. R.	341
Subsidiary road, other relation. Entire capital stock owned by Erie R. R. and pledged under its first consolidated mortgage deed, and its bonded debt in the hands of the public shown as a part of the funded debt of the Erie R. R.	342
Subsidiary road, fixed money rental. Leased Jan. 30, 1882, for 99 years, for \$10,500 per annum, and all taxes. Majority of capital stock owned by Erie R. R.	343
Subsidiary road, fixed money rental. Leased Jan. 1, 1872, in perpetuity, for \$25,000 per annum, and all taxes; lease modified Apr. 22, 1886, and rental reduced to \$16,000 per annum.	344
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	345
Subsidiary road, other relation. Entire capital stock and bonded debt owned by the Erie R. R. and pledged under its first consolidated mortgage deed.	346
Subsidiary road, fixed money rental. Leased May 1, 1896, for 999 years; rental, \$75,000. Erie R. R. owns majority of capital stock.	347
Subsidiary road, other relation.....	348
Subsidiary road, other relation. Controlled through ownership of capital stock.....	349
Subsidiary road, other relation. Controlled through ownership of entire capital stock, through its ownership of Northwestern Mining and Exchange Co.	350
Subsidiary road, other relation. Controlled through the ownership of capital stock.....	351
Subsidiary road, other relation.....	352
Subsidiary road, contingent money rental. Agreement dated Dec. 31, 1868, for the term of corporate existence of this company, provides for a joint line, Erie R. R. to furnish 2.50 miles, and this company 21.50 miles; 65 per cent of gross receipts to be paid the former for operating, and balance of profits divided on a mileage basis.	353
Subsidiary road, fixed money rental. Interest on bonds guaranteed. Contract dated Dec. 31, 1868.	354
Subsidiary road, fixed money rental. Leased Sept. 15, 1852, during its legal existence, at \$48,400 per annum, \$5,000 per annum for land in Jersey City, N. J., and taxes.	355
Subsidiary road, fixed money rental. Leased Sept. 15, 1852, during its legal existence, at \$26,500 per annum and taxes on property acquired since the lease.	356
Subsidiary road, fixed money rental. Leased Sept. 15, 1852, during its legal existence, at \$3,500 per annum, paid to Pat. & Ramapo R. R. under transfer of lease.	357
Subsidiary road, other relation. Entire capital stock and bonded debt owned by the Erie R. R. and pledged under its first consolidated mortgage deed.	358
Subsidiary road, fixed money rental. Leased July 1, 1871, in perpetuity; annual rental, 6 per cent on capital stock and \$700 for contingent expenses.	359
Subsidiary road, fixed money rental. Leased July 13, 1870, during its corporate existence; lessee guarantees principal and interest on bonds.	360
Subsidiary road, fixed money rental. Leased Sept. 15, 1879, in perpetuity; annual rental, \$21,000, and all taxes, assessments, etc.	361
Subsidiary road, other relation. Entire capital stock owned by the Erie R. R. and pledged under its first consolidated mortgage deed.	362
Subsidiary road, other relation.....	363
Operating road, subsidiary, other relation. A large proportion of stock held by the reorganization committee of the Erie R. R.	364
Subsidiary road, other relation. Operated without charge, by virtue of an understanding with Rockland Print Works, which owns it. Used only for purposes of access to factory of said company.	365
Subsidiary road, fixed money rental. Leased May 19, 1887, for term of charter; rental, 6 per cent interest on bonds, and 7 per cent on capital stock, and taxes.	366
Independent road. "Line owned" not in operation.....	367
Operating road, independent. "Line owned" includes 15.87 miles leased to Erie R. R.....	368
Operating road, independent.....	369
Subsidiary road, contingent money rental. Leased July 1, 1892, to terminate June 30, 1903; rental, 30 per cent of gross earnings.	370
Subsidiary road, contingent money rental. Leased to Corng., Cowan. & Ant. Ry., July 1, 1892, for 11 years; rental, one-third of the gross earnings, guaranteed to be at least \$112,000 per annum.	371

GROUP II.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
372	Falls Creek Railroad Company.....	3.00	.....	3.00	.....
373	Fonda, Johnstown and Gloversville Railroad Company.....	26.17	.....	51.50	.....
374	Cayadutta Electric Railroad Company.....	14.90	.....	.....	.....
375	Gloversville and Broadalbin Railroad Company.....	6.20	.....	.....	.....
376	Johnstown, Gloversville and Kingsboro Horse Railroad Company.....	4.23	.....	.....	.....
377	Fox Creek Railroad Company.....	5.00	.....	5.00	.....
378	Genesee and Wyoming Valley Railway Company.....	16.16	1.77	16.16	1.77
379	George's Creek and Cumberland Railroad Company.....	32.59	.....	32.59	.....
89	Grand Trunk Railway Company: ¹				
380	United States and Canada Railroad Company...	22.18	.....	22.18	.....
381	Grays Run Railroad Company.....	8.70	.....	8.70	.....
382	Green Ridge Railroad Company of Maryland.....	16.00	.....	.....	.....
383	Greenlick Railway Company.....	3.80	.....	.....	.....
384	Greenwich and Johnsonville Railway Company..	14.65	.....	14.65	.....
385	Gunpowder Valley Railroad Company.....	3.00	² .80	3.00	² .80
386	Hibernia Underground Railroad Company.....	1.30	.....	.....	² 1.25
387	Hickory Valley Railroad Company.....	20.00	.....	20.00	.....
388	Hunters Run and Slate Belt Railroad Company ..	5.50	.....	13.50	.....
389	Huntingdon and Broad Top Mountain Railroad and Coal Company.....	63.30	.....	63.30	.....
390	Ironton Railroad Company	9.00	.....	9.00	.....
391	Island Railroad Company	.13	.....	.13	.....
392	Jones Mountain Railroad Company.....	3.00	.....	3.00	.....
393	Kanona and Prattsburg Railroad Company.....	11.44	.....	11.44	.....
394	Keesville, Au Sable Chasm and Lake Champlain Railroad Company.....	5.64	.....	5.64	.....
395	Ketner, Saint Mary's and Shawmut Railroad Com- pany.....	9.00	.....	9.00	.....
396	Keystone Railroad Company	7.00	.....	7.00	.....
397	Kinderhook and Hudson Railway ³	16.23	16.23	18.03	18.03
398	Kinzua Creek and Kane Railroad Company.....	14.00	.....	14.00	.....
399	Kishacoquillas Valley Railroad Company.....	9.20	.....	9.50	.30
400	Lake Champlain and Moriah Railroad Company..	7.66	.....	7.66	.....
401	Lancaster and Reading Narrow Gauge Railroad Company.....	15.00	.....	15.00	.....
402	Lancaster, Oxford and Southern Railroad Com- pany.....	20.00	.....	20.00	.....
403	Lebanon Springs Railroad Company.....	⁴ 57.10	.....	⁴ 57.10	.....
404	Lehigh and Hudson River Railway Company.....	63.20	.....	77.20	.....
405	South Easton and Phillipsburg Railroad Com- pany.....	.70	.....	.....	.....
406	Orange County Railroad Company.....	10.70	.....	13.10	.....
407	Lehigh and Pavilion Railroad Company	3.00	.....	.....	.....
408	Lehigh Valley Railroad Company	321.33	.....	1,415.72	.....
409	Buffalo Creek Railroad Company.....	5.82	.....	.....	.....
410	Canastota Northern Railroad Company.....	20.65	² .08	.....	.....
411	Easton and Amboy Railroad Company	69.07	.....	.....	.....
412	Lehigh Valley Terminal Railway Company...	28.19	.04	.....	.....

¹ Files no report; inserted to show relation of road following.² Decrease.³ Report received too late for use in other Tables.⁴ Includes 5.92 miles lying in Group I.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent.....	372
do.....	373
Subsidiary road. Motive power electricity.....	374
Subsidiary road.....	375
Subsidiary road. Motive power electricity.....	376
Private logging road. Owned by T. D. Collins.....	377
Operating road, independent.....	378
do.....	379
Operating road, subsidiary, fixed money rental. Leased Jan. 1, 1889, for 21 years, lessee to pay interest on bonds and all taxes and assessments and retain any residue of revenue.	89
Private lumber road, owned by Keystone Lumber Co., Sheffield, Pa.....	380
Private lumber road, owned by F. Merten's Sons, Cumberland, Md. Road not operated during year.	381
Independent road. "Line owned" not in operation.....	382
Operating road, independent.....	383
Operating road, independent. H. Stockbridge, jr., Receiver; appointed Jan. 6, 1894.....	384
Independent road. "Line owned" not in operation.....	385
Operating road, independent.....	386
Operating road, independent. Of "line operated," 8 miles owned by the South Mountain Ry. & Mining Co., consolidated July 19, 1891, into the Gettysb. & Harrisb. Ry.	387
Operating road, independent.....	388
do.....	389
Operating road, independent. Operated by the Buff. Ck. R. R. without charge in connection with certain coal docks owned by Island R. R. Co.	390
Private road. Owned by F. W. Jones.....	391
Operating road, independent. A. E. Godeffroy, Receiver; appointed June 1, 1892.....	392
Operating road, independent.....	393
do.....	394
do.....	395
do.....	396
do.....	397
do.....	398
do.....	399
do.....	400
do.....	401
do.....	402
Operating road, independent. W. V. Reynolds, Receiver; appointed Feb. 27, 1888.....	403
Operating road, independent.....	404
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	405
Operating road, subsidiary, other relation. Operated under agreement dated Jan., 1890, whereby the Lehigh & Hud. Riv. Ry. furnishes the equipment, receiving a compensation of 60 per cent of train earnings. Lehigh & Hud. Riv. Ry. owns the entire capital stock.	406
Independent road. "Line owned" not in operation.....	407
Operating road, independent. "Line operated" includes 27.38 miles owned by Lehigh & N. Eng. R. R.	408
Subsidiary road, fixed money rental. Leased Dec. 31, 1889, until Jan. 25, 1969, jointly to N. Y., L. Erie & Wn. (now the Erie R. R.) and Lehigh Vy. R. Rs.; rental, interest on bonds, 7 per cent dividend on capital stock, and not exceeding \$500 for organization expenses.	409
Subsidiary road, other relation. Controlled through the ownership of entire capital stock....	410
Subsidiary road, fixed money rental. Operated under agreement dated May 24, 1893; rental, surplus over cost of maintenance of way, all necessary expenses, including taxes, and interest on bonds.	411
Subsidiary road, fixed money rental. Leased to Easton & Amb. R. R., and operated by Lehigh Vy. R. R. under agreement dated May 24, 1893, by which the Lehigh Vy. R. R. agrees to pay to the Easton & Amb. R. R. surplus over maintenance of way, all necessary expenses, including taxes, and interest on bonds.	412

GROUP II.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		Miles.	Miles.	Miles.	Miles.
413	Lehigh Valley Railroad Company—Continued. Easton and Amboy Railroad Company—Contd. Perth Amboy and Raritan Railway Company.	6.16	.....	.....	.....
414	Pittstown Branch Railway Company.....	4.02	.....	.....	.....
415	Elmira, Cortland and Northern Railroad Com- pany.	118.49	¹ .21	.....	¹ 139.43
416	Lehigh and New England Railroad Company...	56.42	56.42	.....	.....
417	Campbell Hall Connecting Railway Company.	3.80	.....	.....	.....
418	Lehigh and New York Railroad Company ²	115.26	115.26	.....	.....
419	Lehigh Valley Railway Company.....	282.68	.01	.....	.....
420	Hayt's Corners, Ovid and Willard Railroad Company.	5.18	.....	.....	.....
421	Loyalsock Railroad Company.....	42.40	.....	.....	.....
422	Middlesex Valley Railroad Company.....	29.43	.12	.....	¹ 29.31
423	Pennsylvania and New York Canal and Rail- road Company.	138.70	¹ .25	.....	.....
424	Waverly and State Line Railroad Company...	.41	.....	.....	.....
425	Rochester Southern Railroad Company.....	30.16	30.16	.....	.....
426	Schuylkill and Lehigh Valley Railroad Company.	42.26	.04	.....	.....
427	State Line and Sullivan Railroad Company.....	24.00	.....	.....	.....
428	Wilkes Barre and Harveys Lake Railroad Com- pany.	15.18	.....	.....	.....
429	Ligonier Valley Railroad Company.....	10.50	.....	10.50	.....
430	Lima and Honeoye Falls Railroad Company.....	4.00	¹ .45	4.00	4.00
431	Little Falls and Dolgeville Railroad Company....	10.32	.....	10.32	.....
432	Little Saw Mill Run Railroad Company.....	3.00	.....	3.00	.....
433	Livonia and Lake Conesus Railroad Company ³ ..	3.00	3.00	3.00	3.00
434	Long Island Railroad Company.....	288.70	9.57	378.89	17.07
435	Brooklyn and Jamaica Railroad Company.....	9.63	.....	.....	.....
436	Long Island Railroad Company, North Shore Branch.	30.29	.....	.....	.....
437	Montauk Extension Railroad Company.....	21.21	¹ 3.79	.....	.....
438	New York and Long Beach Railroad Company..	5.63	¹ 4.14	.....	.....
439	New York and Rockaway Railroad Company...	9.01	.....	.....	.....
440	New York, Brooklyn and Manhattan Beach Railway Company.	20.05	.....	.....	.....
441	Oyster Bay Extension Railroad Company.....	3.94	.....	.....	.....
442	Marine Railway Company.....	.33	.....	.....	¹ .33
443	New York and Rockaway Beach Railway Com- pany.	12.00	.....	29.43	.....
444	Prospect Park and Coney Island Railroad Com- pany.	6.00	.....	13.01	.09
445	New York and Coney Island Railroad Com- pany.	2.27	.....	.....	.....
446	Prospect Park and South Brooklyn Railroad Company.	1.16	.....	.....	.....

¹ Decrease.² Report for period, August 24, 1895 to June 30, 1896.³ Report for five months ending June 30, 1896.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	No.
Remarks.	
Subsidiary road, other relation. Constructed and operated under separate charter as a branch of the Easton & Amb. R. R., which has no branching privileges. The capital stock is held by the Lehigh Vy. R. R.	413
do	414
Subsidiary road, other relation. Controlled through the ownership of entire capital stock; also guarantees interest on mortgage bonds.	415
Subsidiary road, contingent money rental. Of "line owned," 27.38 miles is operated by Lehigh Vy. R. R. under temporary arrangement, from Aug. 1, 1893; rental, 42½ per cent of gross receipts and maintenance of roadway; 25.00 miles, including Campbell Hall Con. Ry., is operated by N. Y., Susq. & Wn. R. R. under temporary arrangements for 50 per cent of net receipts, and maintenance of roadway.	416
Subsidiary road, other relation. Controlled through ownership of capital stock. Included in mileage operated by N. Y., Susq. & Wn. R. R.	417
Subsidiary road, fixed money rental. Leased Aug. 24, 1895, for 999 years; lessee to pay all interest, taxes, maintenance, and other operating charges, which charges are to be deducted from gross receipts, after which net income, if any, is to be applied to payment of dividends on preferred stock up to 5 per cent; further dividends, if any, to be declared to holders of common and preferred stock.	418
Subsidiary road, fixed money rental. Leased Jan. 1, 1891, for 999 years; rental, maintenance of way, all necessary expenses, including taxes and interest on bonds.	419
Subsidiary road, fixed money rental. Leased Dec. 27, 1882, for 999 years, to Geneva, Ith. & Sayre R. R., at an annual rental of \$1 and expenses of maintenance and operation, and taxes, the second party reserving the right to terminate lease by giving 6 months' notice in writing.	420
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	421
Subsidiary road, other relation. Controlled through ownership of entire capital stock; interest on outstanding bonds guaranteed.	422
Subsidiary road, fixed money rental. Leased Dec. 1, 1888, for 99 years; rental, interest on bonds, maintenance, taxes, etc.	423
Subsidiary road, fixed money rental. Leased Jan. 26, 1875, in perpetuity to the Pa. & N. Y. Canal & R. R. Co., which receives all revenue and pays as an annual rental \$600, maintenance of operation, and all taxes.	424
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	425
do	426
Subsidiary road, fixed money rental. Leased May 1, 1884, for 50 years; annual rental, \$40,000, and all taxes, assessments, etc.	427
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	428
Operating road, independent.....	429
do	430
do	431
do	432
do	433
do	434
Subsidiary road, fixed money rental. Owned by Atlantic Avenue R. R. (horse-car line), which leased it to Long I. R. R. from June 1, 1877, for 99 years, at an annual rental of \$47,179.68.	435
Subsidiary road, fixed money rental. Operated under agreement dated Oct. 1, 1892, principal and interest guaranteed on \$1,500,000 bonds.	436
Subsidiary road, other relation.....	437
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	438
Subsidiary road, fixed money rental. No contract; Long I. R. R. pays interest on outstanding bonds. Controlled through ownership of majority of capital stock.	439
Subsidiary road, contingent money rental. Leased Oct. 1, 1885, for 99 years from May 1, 1882, at an annual rental of 35 per cent of gross earnings, minimum rental being \$95,980.	440
Subsidiary road, other relation. Controlled through ownership of capital stock.....	441
Subsidiary road, other relation. "Line owned" not in operation.....	442
Operating road, subsidiary, other relation. Controlled through ownership of capital stock....	443
do	444
Subsidiary road, other relation.....	445
do	446

150 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP II.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
447	Manahawkin and Long Beach Transportation Company.	.....	.....	8.71	.....
448	Barnegat Railroad Company.....	8.71	.....	.....	.....
449	Mapleton and Rocky Ridge Railway Company...	1.00	.....	1.00	.....
450	McKeesport Connecting Railroad Company.....	.58	.....	.58	.....
451	Medix Run Railroad Company.....	8.50	.....	8.50	.....
452	Middleburg and Schoharie Railroad Company....	5.00	.....	5.00	.....
453	Schoharie Valley Railroad Company.....	4.38	.....	4.38	.....
454	Monocacy Valley Railroad Company	4.00	.....	.....	¹ 4.00
455	Monongahela Connecting Railroad Company.....	3.13	.....	3.13	.....
456	Monongahela River Railroad Company.....	31.20	.....	32.40	.....
457	Montour Railroad Company	11.00	.....	11.00	.....
458	Montrose Railway Company.....	28.00	.....	28.00	.....
459	Morris County Railroad Company.....	² 18.00	.....	² 18.00	.....
460	Mount Hope Mineral Railroad Company.....	3.54	.....	3.54	.....
461	Mount Jewett and Smethport Railroad Company.	7.60	2.60	7.60	2.60
462	Mount Jewett, Kinzua and Riterville Railroad Company.	7.83	.08	20.76	1.20
463	Kinzua Hemlock Railroad Company.....	12.93	1.12	.....	.....
464	Mount McGregor Railroad Company	10.50	.....	10.50	.....
465	Mount Penn Gravity Railroad Company.....	8.00	.....	8.00	.....
466	National Docks Railway Company	7.27	.....	7.27	.....
467	New Haven and Dunbar Railroad Company.....	4.39	.....	4.39	.....
468	New York and Pennsylvania Railroad Company ..	13.60	13.60	.....	.....
469	New York and Sea Beach Railway Company.....	6.00	.....	6.00	.....
470	New York Central and Hudson River Railroad Company.	819.45	.....	2,409.84	5.16
471	Amsterdam, Chuctanunda and Northern Railroad Company.	1.50	.....	.....	.....
472	Carthage and Adirondack Railway Company...	46.10	3.16	.....	.....
473	Gouverneur and Oswegatchie Railroad Company	13.05	.....	.....	.....
474	Mohawk and Malone Railway Company.....	181.50	.....	.....	.....
475	New Jersey Junction Railroad Company.....	4.85	.....	.....	.....
476	New York and Harlem Railroad Company	135.90	.....	.....	.....
477	New York and Putnam Railroad Company	57.16	.....	.....	.....
478	Mahopac Falls Railroad Company	4.05	.....	.....	.....
479	New York Central Niagara River Railroad Company.	2.81	2.81	.....	.....
480	Rome, Watertown and Ogdensburg Railroad Company.	412.55	.....	.....	.....
481	Buffalo, Thousand Islands and Portland Railroad Company.	.03	.03	.....	.....
482	Niagara Falls Branch Railroad Company.....	8.57	.....	.....	.....
483	Oswego and Rome Railroad Company.....	28.49	.....	.....	.....
484	Utica and Black River Railroad Company....	149.81	.....	.....	.....
485	Carthage, Watertown and Sackets Harbor Railroad Company.	28.81	.....	.....	.....
486	Spuyten Duyvil and Port Morris Railroad Company.	6.04	.....	.....	.....

¹ Decrease.² Unofficial figures.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent.....	447
Subsidiary road, other relation. Operated by the Manahawkin & Long B. Transp. Co. for a nominal rental of \$100 per annum.	448
Operating road, independent. Used by Pennsylvania R. R. for hauling sand to main line.....	449
Operating road, independent.....	450
do.....	451
Operating road, independent.....	452
Operating road, subsidiary, other relation.....	453
Independent road. "Line owned" not in operation.....	454
Operating road, independent.....	455
do.....	456
do.....	457
Operating road, independent. "Line owned" and "line operated" include 6 miles of third rail ..	458
Operating road, independent.....	459
do.....	460
do.....	461
do.....	462
Subsidiary road, contingent money rental. Leased Dec. 15, 1891, for 99 years; rental, three-eighths of net earnings of both roads.	463
Operating road, independent. Frank Jones, Receiver; appointed May 4, 1891	464
Operating road, independent.....	465
do.....	466
do.....	467
Independent road. "Line owned" not in operation.....	468
Operating road, independent. J. T. Nelson, Receiver; appointed Jan. 15, 1896.....	469
Operating road, independent.....	470
Subsidiary road, other relation. Operated under verbal agreement Sept. 23, 1879, to deliver and receive freight to and from Kellogg & Miller's Linseed Oil Works. "Line operated" included as sidings in N. Y. Cent. & Hud. Riv. R. R.	471
Subsidiary road, fixed money rental. Leased Jan. 9, 1893, from May 1, 1893, for term of corporate existence; rental, 4 per cent interest on bonds not exceeding \$1,600,000.	472
Subsidiary road, fixed money rental. Leased July 8, 1892, in perpetuity. Lessee guarantees principal and interest on bonds not exceeding \$300,000.	473
Subsidiary road, fixed money rental. Leased May 1, 1893, in perpetuity; rental, 4 per cent interest, and principal guaranteed, on not exceeding \$2,500,000 first-mortgage bonds.	474
Subsidiary road, fixed money rental. Leased July 1, 1886, for 100 years, with privilege of further term of 100 years, at an annual rental of interest at 4 per cent on its bonds.	475
Subsidiary road, fixed money rental. Leased Apr. 1, 1873, for 401 years; annual rental, interest on funded debt, and 8 per cent on capital stock.	476
Subsidiary road, fixed money rental. Leased Jan. 30, 1894, in perpetuity; rental, 4 per cent interest on first-mortgage bonds and 5 per cent on \$1,200,000 first consolidated mortgage forty-year bonds of N. Y. & Nn. Ry. pending retirement.	477
Subsidiary road, other relation. Operated since Jan. 1, 1894, as a branch of N. Y. & Putnam R. R. by N. Y. Cent. & Hud. Riv. R. R., lessee. N. Y. & Putnam R. R. owns entire capital stock.	478
Subsidiary road, other relation.....	479
Subsidiary road, fixed money rental. Leased Mar. 14, 1891, in perpetuity. Lessee guarantees principal and interest on bonds, 5 per cent on capital stock, and a rental of \$15,000 per annum until Apr. 1, 1901, and thereafter, \$7,000 per annum.	480
Subsidiary road, other relation. "Line owned" not in operation.....	481
Subsidiary road, fixed money rental. Leased Sept. 21, 1881, in perpetuity, at 7 per cent per annum on capital stock; included in lease to N. Y. Cent. & Hud. Riv. R. R., dated Mar. 14, 1891.	482
Subsidiary road, fixed money rental. Leased Dec. 2, 1869, in perpetuity; annual rental, interest on first-mortgage bonds and \$24,000 cash. Lease amended Mar. 2, 1891; rental, 7 per cent on \$350,000 first-mortgage bonds and 5 per cent on \$400,000 second-mortgage bonds per annum; included in lease to N. Y. Cent. & Hud. Riv. R. R., dated Mar. 14, 1891.	483
Subsidiary road, fixed money rental. Leased Apr. 14, 1886, for the term of its corporate existence; annual rental, 7 per cent on capital stock, interest on bonds, and \$4,500 for organization expenses; included in lease to N. Y. Cent. & Hud. Riv. R. R., dated Mar. 14, 1891.	484
Subsidiary road, contingent money rental. Leased for the term of its corporate existence for 37½ per cent of gross earnings; included in the lease of Utica & Black Riv. R. R. to Rome, Watert. & Ogdensb. R. R., and to N. Y. Cent. & Hud. Riv. R. R., dated Mar. 14, 1891.	485
Subsidiary road, fixed money rental. Leased Nov. 1, 1871, to Dec. 31, 1970; annual rental, 8 per cent on \$989,000 capital stock.	486

GROUP II.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
487	New York Central and Hudson River Railroad Company—Continued. Tivoli Hollow Railroad Company.....	1.23	.....	.....	.....
488	Troy and Greenbush Railroad Company.....	6.00	.....	.....	.....
489	Troy Union Railroad Company.....	5.00	.....	.....	.....
490	West Shore Railroad Company.....	495.20	.....	.....	.....
491	Beech Creek Railroad Company.....	149.73	.....	192.33	¹ 6.41
492	Buffalo Erie Basin Railroad Company.....	.25	.....	.25	.....
493	Saint Lawrence and Adirondack Railway Com- pany.	10.20	10.20	77.80	77.80
494	Wallkill Valley Railroad Company.....	32.88	.....	37.69	.....
495	New York Central, Hudson River and Fort Orange Railroad Company.	.61	.01	.61	.01
496	New York, Ontario and Western Railway Company.	318.77	.....	476.77	.....
497	Ontario, Carbondale and Scranton Railway Com- pany.	53.66	.....	.....	.....
498	Rome and Clinton Railroad Company.....	12.78	.....	.....	.....
499	Utica, Clinton and Binghamton Railroad Com- pany.	31.30	.....	.....	.....
500	Wharton Valley Railway Company.....	6.80	.....	.....	.....
501	New York, Philadelphia and Norfolk Railroad Company.	112.00	.....	112.00	.....
502	New York, Susquehanna and Western Railroad Company.	139.84	2.21	187.34	2.06
503	Lodi Branch Railroad Company.....	1.75	.....	.....	.....
504	Macopin Railroad Company.....	1.50	.....	.....	.....
505	Middletown, Unionville and Water Gap Railroad Company.	13.65	² .25	.....	.....
506	Passaic and New York Railroad Company.....	3.05	.05	.....	.....
507	Wilkes Barre and Eastern Railroad Company...	65.00	.10	65.00	.10
508	Newburgh, Dutchess and Connecticut Railroad Company.	58.84	.....	58.84	.....
509	Newport and Shermans Valley Railroad Company.	28.50	.....	28.50	.....
510	Niagara Junction Railway Company.....	9.42	2.49	9.42	2.49
511	Nittany Valley Railroad Company.....	4.75	.....	4.75	4.75
512	North Bend and Kettle Creek Railroad Company.	23.18	.....	23.18	.....
513	Northern New York Railroad Company.....	56.50	.....	56.50	.....
514	Oil City and Ridgeway Railway and Mining Com- pany.	6.00	.....	.....	.....
515	Olean, Oswayo and Eastern Railroad Company....	14.00	.....	14.00	.....
516	Oregon and Texas Railway Company.....	8.00	.....	8.00	.....
517	Owasco River Railway Company.....	.50	.....	.50	.....
917	Pennsylvania Company: ³	.....	.....	.....	.....
518	Waynesburg and Washington Railroad Com- pany.	28.15	.....	28.15	.....

¹ Principally on account of reclassification of mileage.² Decrease.³ Inserted to show relation of road following.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Subsidiary road, other relation. Operated under contract dated Apr. 3, 1894, with the Van Rensselaer Land Co.	487
Subsidiary road, fixed money rental. Leased Feb. 3, 1851, in perpetuity, at an annual rental of \$19,250.	488
Subsidiary road, other relation. One-half owned by N. Y. Cent. & Hud. Riv. R. R., and one-fourth each by Del. & Hud. Canal Co. and Fitchburg R. R. These companies pay this proportion of maintenance and operation.	489
Subsidiary road, fixed money rental. Leased Jan. 1, 1886, for 475 years, with privilege of further term of 500 years; annual rental, interest at 4 per cent on bonds.	490
Operating road, subsidiary, fixed money rental. Leased Dec. 15, 1890, for 999 years. Lessee guarantees principal and interest of \$5,000,000 first-mortgage 4 per cent bonds, and 4 per cent on \$5,000,000, capital stock. Under a subsequent agreement the lessee also guarantees the principal and interest of \$1,000,000 second-mortgage bonds bearing 5 per cent interest, and 4 per cent on \$1,000,000 of additional capital stock.	491
Operating road, subsidiary, other relation. Used as a switching road to facilitate delivery of property at the docks.	492
Operating road, subsidiary, other relation. Operated by N. Y. Cent. & Hud. Riv. R. R., on behalf of W. S. Webb, who assumes temporarily the guarantee of the principal and interest of first-mortgage bonds. "Line operated" includes 67.60 miles in Canada.	493
Operating road, subsidiary, other relation. Controlled through ownership of capital stock and bonds held in the interest of W. Shore R. R.	494
Operating road, independent. Business mainly freighting for Fort Orange Paper Co. Feeder to N. Y. Cent. & Hud Riv. R. R., at Castleton, N. Y.	495
Operating road, independent.....	496
Subsidiary road, fixed money rental. Leased May 10, 1890, for 99 years; rental, \$75,000 per annum. Also such further sum as may be necessary to maintain the organization, not exceeding \$3,000. Entire capital stock and bonds owned by lessee.	497
Subsidiary road, contingent money rental. Leased from Del. & Hud. Canal Co., June 1, 1886, for 35 years, at a minimum rental of \$75,000 per annum. If in any year the gross earnings of these roads reach \$300,000, lessee to pay lessor 28 per cent thereof; if \$350,000, 25 per cent thereof; and if \$450,000, 20 per cent thereof.	498
Subsidiary road, contingent money rental. Included in lease of Rome & Clinton R. R.....	499
Subsidiary road, fixed money rental. Leased Oct. 1, 1888, for 99 years; lessee guarantees principal and interest on bonds, taxes, and \$500 for maintenance of organization.	500
Operating road, independent. Also operates 36 miles steamboat, tug, and barge line.....	501
Operating road, independent. "Line operated" includes 21.20 miles owned by the Lehigh & New Eng. R. R. and 3.80 miles of the Campbell Hall Con. Ry.	502
Subsidiary road, fixed money rental. Leased June 1, 1883, for 99 years, at an annual rental of \$600, and taxes; lessee owns the entire capital stock of lessor.	503
Subsidiary road, fixed money rental. Agreement, dated Sept. 27, 1886, for its purchase at the end of 5 years, during which time N. Y., Susq. & Wn. R. R. pays as rental 6 per cent per annum on cost.	504
Subsidiary road, contingent money rental. Agreement, dated Aug. 20, 1883, terminable on 30 days' notice, whereby N. Y., Susq. & Wn. R. R. allows this company a fixed proportion on all its business and charges a fixed proportion of cost of operating; also guarantees interest on bonds, whether the earnings are sufficient are not.	505
Subsidiary road, fixed money rental. Leased Dec. 1, 1885, for 999 years, at an annual rental of \$4,200 and taxes; lessee owns the entire capital stock of lessor.	506
Operating road, subsidiary, other relation. Operated under the terms of a traffic contract with the N. Y., Susq. & Wn. R. R.	507
Operating road, independent.....	508
do.....	509
do.....	510
Operating road, independent. Leased to and operated by the Valentine Iron Co.....	511
Operating road, independent.....	512
do.....	513
Independent road. "Line owned" not in operation.....	514
Operating road, independent.....	515
do.....	516
do.....	517
	917
Operating road, subsidiary, other relation. Operated independently; bonds and majority of capital stock owned by Chartiers Ry.	518

GROUP II.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
519	Pennsylvania Railroad Company	529.76	1.08	2,783.93	21.30
520	Bald Eagle Valley Railroad Company	90.43	.35		
521	Bedford and Bridgeport Railway Company	49.17			
522	Bustleton Railroad Company	4.16			
523	Cambria and Clearfield Railroad Company	97.64	¹ .07		
524	Columbia and Port Deposit Railway Company ..	43.21	¹ .32		
525	Columbus, Kinkora and Springfield Railroad Company.	14.16			
526	Cresson and Irvona Railroad Company	28.69			
527	Delaware River Railroad and Bridge Company ² .	3.68	3.68		
528	Downingtown and Lancaster Railroad Company.	37.58			
529	Ebensburg and Black Lick Railroad Company ..	14.75	.20		
530	Engelside Railroad Company	.17			
531	Fair Hill Railroad Company ³	.78	.78		
532	Freehold and Jamesburg Agricultural Rail- road Company.	27.54			
533	Frederick and Pennsylvania Line Railroad Company.	28.00			
534	Hanover and York Railroad Company	27.65			
535	Harrisburg, Portsmouth, Mount Joy and Lan- caster Railroad Company.	53.74			
536	Johnsonburg Railroad Company	19.69			
537	Kensington and Tacony Railroad Company	6.88			
538	Lewisburg and Tyrone Railroad Company	85.12	.04		
539	Mifflin and Centre County Railroad Company ..	12.43			
540	Millstone and New Brunswick Railroad Com- pany.	6.64			
541	Nescopeec Railroad Company	11.96			
542	New York Bay Railroad Company	9.20			
543	North and West Branch Railway Company	47.82			
544	Pennsylvania Schuylkill Valley Railroad Com- pany.	130.22			
545	Perth Amboy and Woodbridge Railroad Com- pany.	6.40			

¹ Decrease.² Report for period, April 19 to June 30, 1896.³ Report for five months ending June 30, 1896.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	No.
Remarks.	
Operating road, independent.....	519
Subsidiary road, contingent money rental. Leased July 1, 1864, for 99 years; rental, 40 per cent of gross receipts. Lease does not apply to Nittany Brh., which is operated for cost. Net earnings paid to Bald Eagle Vy. R. R.	520
Subsidiary road, contingent money rental. Operated under resolutions of the directors of both companies, which took effect May 1, 1891, and terminable at the option of either party on 30 days' notice; net earnings payable to this company.	521
Subsidiary road, contingent money rental. Operated under resolutions of the directors of both companies, which took effect Jan. 1, 1891, and terminable at the option of either party on 30 days' notice; net earnings payable to this company.	522
Subsidiary road, contingent money rental. Operated under resolutions of board of directors in effect Sept. 24, 1888, terminable at any time on 30 days' notice; net earnings payable to this company.	523
Subsidiary road, contingent money rental. Agreement dated July 1, 1890, terminable at any time on 30 days' notice; rental, net earnings.	524
Subsidiary road, contingent money rental. Lease dated Sept. 23, 1889; runs from year to year, unless terminated by 6 months' notice. Lessee collects all earnings, pays all expenses for operating the road and maintenance of way, and taxes; balance, if any, is paid to lessor.	525
Subsidiary road, contingent money rental. Operated under resolutions of board of directors of both companies, in effect June 28 and July 6, 1894, respectively; terminable at any time by either party on 30 days' notice; rental, net earnings.	526
Subsidiary road, contingent money rental. Operated under resolutions of the directors of both companies, adopted by Del. Riv. R. R. & Brg. Co., Apr. 17, 1896; and by the Pennsylvania R. R., Apr. 22, 1896. Rental, net earnings. Terminable on 30 days' notice from either party.	527
Subsidiary road, contingent money rental. This company is the reorganized E. Brandyw. & Waynesb. R. R.; operated under resolutions of board of directors, in effect Aug. 1, 1888, terminable at any time on 30 days' notice; net earnings paid to this company.	528
Subsidiary road, contingent money rental. Operated under resolution of board of directors of both companies, in effect Nov. 27 and Dec. 12, 1894, respectively; terminable on 30 days' notice from either party; rental, net earnings.	529
Subsidiary road. "Operated by Pennsylvania R. R. as a siding".....	530
Subsidiary road, fixed money rental. Leased Feb. 1, 1896, for 20 years; rental, 4 per cent on capital stock, 4 per cent on outstanding debenture certificate, and taxes.	531
Subsidiary road, contingent money rental. Contract dated July 16, 1879, terminable on 30 days' notice; rental, net earnings.	532
Subsidiary road, fixed money rental. Leased Jan. 1, 1875, for 999 years; lessee operates the road at cost.	533
Subsidiary road, contingent money rental. Operated under resolutions of the directors of both companies, which took effect Jan. 3, 1893, and terminable at the option of either party on 30 days' notice; net earnings payable to this company.	534
Subsidiary road, fixed money rental. Leased Jan. 1, 1861, for 999 years; annual rental, 7 per cent on capital stock, 4 per cent interest on bonds, all taxes levied on stock and bonds, and organization expenses up to \$2,000.	535
Subsidiary road, contingent money rental. Leased July 8, 1889, for 50 years; rental, net earnings. Lessee reserves the right to cancel lease, under certain conditions, at the expiration of 5 years from date of lease.	536
Subsidiary road, fixed money rental. Leased May 1, 1895, for 20 years; rental, 4 per cent on capital stock, and all taxes.	537
Subsidiary road, contingent money rental. Leased Jan. 1, 1880, for 99 years; rental, net earnings. "Line owned" includes .24 mile over the Lewisburg Bridge.	538
Subsidiary road, contingent money rental. Leased Mar. 19, 1863, for 999 years; rental, net earnings.	539
Subsidiary road, contingent money rental. Operated since Feb. 1, 1886, by Pennsylvania R. R., under a temporary arrangement, without any written contract, that company paying all expenses and charging deficiency in net receipts to this company.	540
Subsidiary road, contingent money rental. Operated under resolutions of board of directors, in effect Apr. 25, 1887, terminable at any time on 30 days' notice; net earnings payable to this company.	541
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	542
Subsidiary road, contingent money rental. Agreement dated Nov. 23, 1881, to continue until Sept. 1, 1901; net earnings to be paid this company.	543
Subsidiary road, contingent money rental. Leased Dec. 1, 1885, for 50 years; rental, net earnings.	544
Subsidiary road, contingent money rental. Operated as of date Jan. 1, 1889, by virtue of resolutions adopted May 6, 1889, by stockholders of this company, and June 26, 1889, by directors of Pennsylvania R. R.; net earnings paid to this company. Terminable at option of either party on 30 days' notice.	545

GROUP II.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1	2	3	4	5
	Name of road.	LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by comparison with June 30, 1895.	Length.	Increase as shown by comparison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
546	Pennsylvania Railroad Company—Continued. Philadelphia and Beach Haven Railroad Company.	12.09	.....	.....	.....
547	Philadelphia and Erie Railroad Company.....	287.56	.....	.....	.....
548	Philadelphia and Long Branch Railroad Company.	49.07	.....	.....	.....
549	Philadelphia, Germantown and Chestnut Hill Railroad Company.	13.87	.....	.....	.....
550	Pittsburgh, Virginia and Charleston Railway Company.	77.33	.....	.....	.....
551	Pomeroy and Newark Railroad Company.....	26.70	.....	.....	.....
552	Ridgway and Clearfield Railroad Company.....	27.23	.....	.....	.....
553	Riverfront Railroad Company.....	3.86	.....	.....	.....
554	South Fork Railroad Company.....	8.12	.....	.....	.....
555	Southwest Pennsylvania Railway Company....	111.87	.....	.....	.....
556	Sunbury and Lewistown Railway Company....	43.45	.....	.....	.....
557	Sunbury, Hazleton and Wilkesbarre Railway Company.	43.44	.....	.....	.....
558	Susquehanna and Clearfield Railroad Company..	24.89	.....	.....	.....
559	Tipton Railroad Company.....	4.44	.....	.....	.....
560	Trenton Delaware Bridge Company.....	.19	.....	.....	.....
561	Tyrone and Clearfield Railway Company.....	134.51	.44	.....	.....
562	United New Jersey Railroad and Canal Company.	144.81	¹ .02	.....	.....
563	Belvidere Delaware Railroad Company.....	80.83	1.79	.....	.....
564	Camden and Burlington County Railroad Company.	29.61	.....	.....	.....
565	Mount Holly, Lumberton and Medford Railroad Company.	5.95	.....	.....	.....
566	Philadelphia and Trenton Railroad Company.	26.50	.....	.....	.....
567	Connecting Railway Company.....	6.75	.....	.....	.....
568	Rocky Hill Railroad and Transportation Company.	2.38	.....	.....	.....
569	Vincentown Branch Railroad Company.....	2.84	.....	.....	.....
570	West Chester Railroad Company.....	5.22	.....	.....	.....
571	Western Pennsylvania Railroad Company.....	137.10	16.49	.....	.....
572	Allegheny Valley Railway Company.....	260.30	.....	260.30	.....
573	Cumberland Valley Railroad Company.....	82.18	.....	² 144.93	.....
574	Cumberland Valley and Martinsburg Railroad Company.	³ 33.65	.....	.....	.....
575	Dillsburg and Mechanicsburg Railroad Company.	7.70	.....	.....	.....

¹ Decrease.² Includes 33.65 miles lying in Group IV.³ Lies in Group IV.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Subsidiary road, contingent money rental. Operated by Pennsylvania R. R., as agent, under resolution adopted Jan. 1, 1894; rental, net earnings. Terminable at option of either party on 30 days' notice.	546
Subsidiary road, contingent money rental. Lease executed Jan. 6, 1862; modified Jan. 1, 1870, for 999 years from Jan. 1, 1862; surplus of gross receipts, after paying operating expenses, etc., to be applied to organization expenses and interest on bonds; any balance to be paid lessor.	547
Subsidiary road, contingent money rental. Leased Jan. 1, 1884, for 50 years; any surplus of earnings after paying operating and other expenses to be paid lessor.	548
Subsidiary road, contingent money rental. Leased May 1, 1883, for 30 years; rental, net earnings.	549
Subsidiary road, contingent money rental. Leased Apr. 1, 1895, for 30 years; rental, net earnings.	550
Subsidiary road, contingent money rental. Leased Mar. 1, 1880, for 99 years; rental, net earnings.	551
Subsidiary road, contingent money rental. Lease dated Nov. 1, 1894, for 50 years; rental, 5 per cent on bonded debt, and taxes, and 6 per cent on capital stock, if earned.	552
Subsidiary road, fixed money rental. Leased May 1, 1882, for 50 years; rental, \$23,000 per annum, and after Jan. 1, 1894, \$28,000 per annum.	553
Subsidiary road, contingent money rental. Agreement dated Aug. 15, 1891, terminable at the option of either party on 30 days' notice, in writing; net earnings paid to this company.	554
Subsidiary road, contingent money rental. Leased Apr. 1, 1893, for one year, renewable every year; net earnings paid to this company. Terminable at the end of any year after 6 months' notice by either party.	555
Subsidiary road, contingent money rental. Leased July 1, 1876, for 99 years; operated for cost and one-half of net earnings after payment of interest on outstanding bonds.	556
Subsidiary road, contingent money rental. Leased May 1, 1878, for 50 years; net earnings paid to this company.	557
Subsidiary road, contingent money rental. Operated under resolutions of board of directors adopted Sept. 10, 1884, terminable at the option of either party on 30 days' notice; net earnings paid to this company.	558
Subsidiary road, contingent money rental. Agreement dated May 1, 1886, terminable at the option of either party on 30 days' notice; net earnings paid to this company.	559
Subsidiary road, fixed money rental. Trackage contract dated June 20, 1877, for 993 years, 5 months, and 10 days; annual rental, \$28,000 and taxes.	560
Subsidiary road, fixed money rental. Leased Jan. 1, 1882, for 50 years; lessee to pay annually all taxes, interest on bonds, sinking fund, and 5 per cent on capital stock.	561
Subsidiary road, fixed money rental. Leased June 30, 1871, for 999 years; annual rental, 10 per cent on capital stock, taxes, interest on funded and other debts, damages, losses, etc.	562
Subsidiary road, contingent money rental. Leased Jan. 1, 1876, to June 30, 1870; assigned to Pennsylvania R. R., Mar. 7, 1876; revenue to be applied, first, to operations; second, to interest on bonds; any balance to be paid lessor.	563
Subsidiary road, fixed money rental. Leased Apr. 24, 1868, for the term of its corporate existence, to Camden & Amb. R. R., one of the constituent companies of United N. J. R. R. & Canal Co.; annual rental, 6 per cent on capital stock and bonds and \$500 for organization expenses; lease assigned to Pennsylvania R. R., June 30, 1871.	564
Subsidiary road, fixed money rental. Leased May 14, 1869, during corporate existence; rental, 6 per cent on capital stock, interest on bonds, and taxes; lease assigned to Pennsylvania R. R., June 15, 1871.	565
Subsidiary road, fixed money rental. Leased June 30, 1871, from United N. J. R. R. & Canal Co. for 999 years; annual rental, 10 per cent on capital stock (excluding 7,650 shares owned by United N. J. R. R. & Canal Co.), taxes, assessments, etc.	566
Subsidiary road, fixed money rental. Leased Feb. 18, 1863, for 999 years; annual rental, 6 per cent on capital stock, 6 per cent on bonds, and taxes; included in lease to Pennsylvania R. R.	567
Subsidiary road, fixed money rental. Leased Nov. 22, 1869, for the term of its charter, to Camden & Amb. R. R., one of the constituent companies of United N. J. R. R. & Canal Co., at 6 per cent per annum on capital stock; lease assigned to Pennsylvania R. R., Nov. 30, 1871.	568
Subsidiary road, fixed money rental. Leased Apr. 7, 1868, during corporate existence; annual rental, 6 per cent on capital stock and bonds owned by individuals, which is \$15,000 each; the other \$10,000 is owned by lessee and nothing is paid on it.	569
Subsidiary road, fixed money rental. Leased Aug. 6, 1879, for 99 years; annual rental, 5 per cent on capital stock, interest on bonds, and taxes.	570
Subsidiary road, contingent money rental. Leased June 1, 1888, for 40 years; net earnings paid to this company.	571
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	572
do	573
Subsidiary road, contingent money rental. Leased Mar. 17, 1888, for 99 years; receipts from operations to be applied to maintain the road, pay operating expenses, taxes, insurance, etc.; balance to be paid lessor.	574
Subsidiary road, contingent money rental. Leased Jan. 1, 1873, for 99 years; terms of lease same as Cumb. Vy. & Martinsb. R. R.	575

158 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP II.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
	Pennsylvania Railroad Company—Continued.				
576	Cumberland Valley Railroad Company—Contd.				
	Southern Pennsylvania Railway and Mining Company.	21.40	.....	.....	.....
577	Mont Alto Railroad Company.....	17.89	.....	17.89	.....
578	Junction Railroad Company (of Philadelphia)..	3.56	.....	3.56	.....
579	Northern Central Railway Company.....	148.24	.....	372.83	.....
580	Elmira and Lake Ontario Railroad Company..	99.61	.....	.....	.....
581	Elmira and Williamsport Railroad Company..	75.50	.....	.....	.....
582	Lykens Valley Railroad and Coal Company...	19.70	.....	.....	.....
583	Shamokin Valley and Pottsville Railroad Company.	29.78	.....	.....	.....
584	Baltimore and Sparrows Point Railroad Com- pany.	5.43	¹ .44	5.43	¹ .44
585	Union Railroad Company (of Baltimore).....	9.65	.....	9.65	.....
586	Philadelphia, Wilmington and Baltimore Rail- road Company.	116.80	.01	² 683.39	29.80
587	Baltimore and Potomac Railroad Company....	93.20	¹ .01	.....	.....
588	Catonsville Short Line Railroad Company..	3.80	.....	.....	.....
589	Cambridge and Seaford Railroad Company....	27.24	.....	.....	.....
590	Delaware Railroad Company.....	117.00	.....	.....	.....
591	Delaware and Chesapeake Railway Company.	54.30	.....	.....	.....
592	Delaware, Maryland and Virginia Railroad Company.	³ 97.53	.....	.....	.....
593	Philadelphia and Baltimore Central Railroad Company.	73.68	.....	.....	.....
594	Chester Creek Railroad Company.....	6.69	.....	.....	.....
595	Philadelphia and Delaware County Railroad Company.	9.93	.....	.....	.....
596	Queen Anne's and Kent Railroad Company...	25.90	.....	.....	¹ 25.90
597	South Chester Railroad Company.....	4.50	.72	.....	.....
598	Washington Southern Railway Company.....	⁴ 37.85	3.18	.....	.....
599	West Jersey and Seashore Railroad Company ⁵ ..	309.57	309.57	310.47	310.47
600	Pennsylvania and North Western Railroad Com- pany.	75.59	.83	75.59	.83
601	Pennsylvania Midland Railroad Company.....	12.60	¹ 1.00	.....	.....
602	Pennsylvania Midland Railway Company.....	⁶ 40.00	.....	.....	.....
603	People's Railway Company.....	4.40	.....	4.40	.....
604	Perry County Railroad Company.....	22.60	.....	22.60	.....
605	Philadelphia and Reading Railroad Company....	337.50	.....	883.52	.....
606	Allentown Railroad Company.....	4.50	.....	.....	.....

¹ Decrease.

³ Includes .66 mile lying in Group IV.

⁵ Report for two months ending June 30, 1896.

² Includes 38.51 miles lying in Group IV.

⁴ Lies in Group IV.

⁶ Unofficial figures.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Subsidiary road, contingent money rental. Leased Mar. 1, 1870, for 199 years; terms of lease same as Cumb. Vy. & Martinsb. R. R.	576
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock and bonds.	577
Operating road, subsidiary, other relation. The Pennsylvania, Phila., Wilm. & Balt., and Phila. & Read. R. Rs. use the company's tracks, paying a certain rate per car per mile, the Junction R. R. paying the company moving the traffic for the use of the motive power.	578
Operating road, subsidiary, other relation. Controlling interest in capital stock owned by Pennsylvania R. R.	579
Subsidiary road, contingent money rental. Contract terminable at the option of either party on 30 days' notice; net receipts after paying charges for use of equipment paid to this company. Contract took effect Jan. 1, 1887. Controlled through ownership of entire capital stock by Nn. Cent. Ry.	580
Subsidiary road, fixed money rental. Leased May 1, 1863, for 999 years; annual rental, 7 per cent on preferred and 5 per cent on common stock, interest on bonds, and \$3,000 for organization expenses.	581
Subsidiary road, fixed money rental. Leased Apr. 20, 1896; rental, \$35,000 per annum. Terminable on 60 days' written notice by either party.	582
Subsidiary road, fixed money rental. Leased Feb. 27, 1863, for 999 years; annual rental, 7 per cent interest on bonds, 6 per cent on capital stock, and taxes.	583
Operating road, subsidiary, other relation.....	584
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	585
.....do	586
Subsidiary road, contingent money rental. Contract took effect Nov. 1, 1891, and is terminable at the option of either company upon giving 30 days' notice in writing; net earnings paid to this company.	587
Subsidiary road, contingent money rental. Leased to Phila., Wilm. & Balt. R. R., with Balt. & Pot. R. R., Dec. 6, 1893, for 99 years; rental, net earnings.	588
Subsidiary road, contingent money rental. Agreement dated May 16, 1883; took effect June 1, 1883; terminable on 30 days' notice; net earnings paid to this company.	589
Subsidiary road, contingent money rental. Leased May 5, 1855; renewed Apr. 23, 1875; renewed Jan. 13, 1882; expires May 4, 1897. Annual rental, 6 per cent on capital stock, interest on funded and floating debt, and one-half of any surplus over 6 per cent of net earnings.	590
Subsidiary road, contingent money rental. Agreement took effect July 1, 1882; terminable on 30 days' notice; net earnings paid to this company.	591
Subsidiary road, contingent money rental. Agreement dated Aug. 1, 1885; took effect July 1, 1885; terminable on 30 days' notice; net earnings paid to this company.	592
Subsidiary road, contingent money rental. Agreement dated Aug. 1, 1881; took effect Sept. 1, 1881; terminable on 6 months' notice; net earnings paid to this company.	593
Subsidiary road, fixed money rental. Leased Jan. 13, 1868, for 999 years; rental, 6 per cent on \$185,000 capital stock, interest on bonds, and taxes.	594
Subsidiary road, other relation. Operated at cost by the Phila., Wilm. & Balt. R. R. as agent. Profit or loss paid over or charged against this company, according to results at the close of each fiscal year.	595
Subsidiary road, contingent money rental. Operated under resolutions adopted by directors of both companies Apr. 29, 1896, in effect May 1, 1896; terminable on 30 days' notice from either party. Rental, net earnings.	596
Subsidiary road, included in "operation" of Phila., Wilm. & Balt. R. R. as siding.....	597
Subsidiary road, contingent money rental. Agreement went into effect Nov. 1, 1891, terminable at option of either party on 30 days' notice. Rental, entire net earnings.	598
Operating road, subsidiary, other relation.....	599
Operating road, independent.....	600
Independent road. "Line owned" not in operation. J. W. Rutherford, Receiver; appointed Oct. 24, 1895.	601
Independent road. "Line owned" not in operation.....	602
Operating road, independent.....	603
.....do	604
Operating road, independent. E. M. Paxson, J. S. Harris, and J. L. Welch, Receivers; appointed Feb. 21, 1893, May 1, 1893, and Aug. 8, 1893, respectively.	605
Subsidiary road, contingent money rental. Controlled through ownership of majority of capital stock, and operated under oral agreement; expenses of operation sustained by Phila. & Read. R. R., which also pays 30 per cent of gross receipts to this company.	606

GROUP II.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
607	Philadelphia and Reading Railroad Company-- Continued. Allentown Terminal Railroad Company.....	3.27	¹ .12	.....	.....
608	Catawissa Railroad Company.....	96.50	.....	.....	.....
609	Chestnut Hill Railroad Company.....	4.00	.....	.....	.....
610	Colebrookdale Railroad Company.....	12.80	.....	.....	.....
611	Danville and Shamokin Railroad Company.....	.20	.....	.....	.....
612	Dauphin and Berks Railroad Company.....	.....	.....	.....	.....
613	Delaware and Bound Brook Railroad Company.....	30.70	.....	.....	.....
614	East Trenton Railroad Company.....	3.00	.....	.....	.....
615	East Pennsylvania Railroad Company.....	36.00	.....	.....	.....
616	Langhorne and Bristol Railroad Company.....	.....	.....	.....	.....
617	Little Schuylkill Navigation Railroad and Coal Company.....	31.10	.....	.....	.....
618	East Mahanoy Railroad Company.....	14.10	.....	.....	.....
619	Mill Creek and Mine Hill Navigation and Rail- road Company.....	3.80	.....	.....	.....
620	Mine Hill and Schuylkill Haven Railroad Com- pany.....	51.80	.....	.....	.....
621	Mount Carbon and Port Carbon Railroad Com- pany.....	2.50	.....	.....	.....
622	Mount Carmel and Natalie Railroad Company..	7.50	1.00	.....	.....
623	Norristown Junction Railroad Company.....	.40	.....	.....	.....
624	North Pennsylvania Railroad Company.....	86.40	.....	.....	.....
625	Philadelphia and Frankford Railroad Company.....	2.60	.....	.....	.....
626	Philadelphia and Reading Terminal Railroad Company.....	1.32	.....	.....	.....
627	Philadelphia, Germantown and Norristown Railroad Company.....	20.60	.....	.....	.....
628	Plymouth Railroad Company.....	8.90	.....	.....	.....
629	Philadelphia, Harrisburg and Pittsburg Rail- road Company.....	40.60	.....	.....	.....
630	Pickering Valley Railroad Company.....	11.30	.....	.....	.....
631	Schuylkill and Lehigh Railroad Company.....	44.00	.....	.....	.....
632	Schuylkill River West Side Railroad Company.....	.....	.....	.....	.....
633	Schuylkill Valley Navigation and Railroad Company.....	11.00	.....	.....	.....
634	Shamokin, Sunbury and Lewisburg Railroad Company.....	31.10	.....	.....	.....
635	Slatington Railroad Company.....	.....	.....	.....	.....
636	Atlantic City Railroad Company.....	83.46	.....	83.46	¹ 14.00
637	Philadelphia and Brigantine Railroad Com- pany. ²	15.02	15.02	15.02	15.02
638	Camden County Railroad Company.....	7.30	.....	7.30	.....

¹ Decrease.² Report for three months ending June 30, 1896.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Subsidiary road, fixed money rental. Leased July 10, 1889, for 999 years, to Lehigh Coal & Nav. Co. and Phila. & Read. R. R. Rental, \$40,500 per annum. The Lehigh Coal & Nav. Co. assigned the lease under the same date to Cent. R. R. of N. J., which company operates the road jointly with Phila. & Read. R. R.	607
Subsidiary road, contingent money rental. Leased Nov. 1, 1872, for 999 years; rental, 30 per cent of gross receipts and maintenance of organization; lessee guarantees any deficiency under \$226,000.	608
Subsidiary road, fixed money rental. Leased Dec. 2, 1870, for 999 years; annual rental, 12 per cent on capital stock, and \$2,000 for organization expenses.	609
Subsidiary road, contingent money rental. Leased Jan. 17, 1870, for 20 years from Jan. 1, 1870; lessee pays all operating expenses, and, as rental, a sum equal to 30 per cent of gross receipts. Lease expired Jan. 1, 1890; road still operated under former lease by mutual agreement.	610
Subsidiary road. "Line owned" under construction, not operated.....	611
Subsidiary road. Under construction, no line completed.....	612
Subsidiary road, fixed money rental. Leased May 1, 1879, for 990 years; annual rental, interest on funded and floating debt, \$8,000 per annum for organization expenses, 8 per cent on capital stock, and taxes.	613
Subsidiary road, other relation. Entire capital stock owned by Del. & Bound Brk. R. R. Leased to Phila. & Read. R. R., with Del. & Bound Brk. R. R.	614
Subsidiary road, fixed money rental. Leased May 19, 1869, for 999 years; lessee pays taxes, interest on bonds, and, to the stockholders direct, 6 per cent per annum on capital stock.	615
Subsidiary road. Under construction. Approximately 6 miles completed.....	616
Subsidiary road, fixed money rental. Leased July 7, 1868, for 93 years; annual rental, \$185,227 and taxes.	617
Subsidiary road, fixed money rental. Leased Jan. 12, 1863, for 99 years; subleased to Phila. & Read. R. R., July 7, 1868, for remainder of term; annual rental, 6 per cent on capital stock and sum not exceeding \$2,000 for taxes, etc.	618
Subsidiary road, fixed money rental. Leased July 25, 1861, for 999 years; annual rental, \$33,000 and taxes.	619
Subsidiary road, fixed money rental. Leased May 12, 1864, for 999 years; annual rental, 8 per cent on capital stock.	620
Subsidiary road, fixed money rental. Leased Mar. 5, 1860, for 50 years; annual rental, \$36,250..	621
Subsidiary road, contingent money rental. Contract dated Mar. 20, 1891, for 20 years. Phila. & Read. R. R. supplies rolling stock and train crews for movement of freight and pays an agreed share of through charges; lessor maintains its own property.	622
Subsidiary road, fixed money rental. Operated under verbal agreement based upon the amount of interest on bonds.	623
Subsidiary road, fixed money rental. Leased May 1, 1879, for 990 years; annual rental, interest on bonds, 6 per cent on floating debt, 8 per cent on capital stock, taxes, and \$12,000 for organization expenses.	624
Subsidiary road, contingent money rental. Leased May 4, 1894; rental, 25 per cent of gross receipts, to be applied by the trustees to the payment of interest on first-mortgage bonds.	625
Subsidiary road, fixed money rental. Leased May 1, 1891, for 999 years; rental, \$600,000 per annum, to be applied to the payment of interest on bonds.	626
Subsidiary road, fixed money rental. Leased Nov. 10, 1870, for 999 years; annual rental, \$269,623.34 and \$8,000 for organization.	627
Subsidiary road, fixed money rental. Included in lease of Phila., Germant. & Norrist. R. R. to Phila. & Read. R. R.	628
Subsidiary road, fixed money rental. Controlled through ownership of majority of capital stock, and operated under lease dated Apr. 15, 1890, for 999 years, under which the lessee pays expenses of operating, all taxes, and fixed charges.	629
Subsidiary road, contingent money rental. Leased Sept. 1, 1871, for 29 years; rental, 30 per cent of gross earnings.	630
Subsidiary road, contingent money rental. Leased May 1, 1883, for 999 years; lessee to pay all operating expenses and financial obligations of lessor.	631
Subsidiary road, under construction. No line completed.....	632
Subsidiary road, fixed money rental. Leased July 25, 1861, for 999 years; annual rental, \$29,450 and taxes.	633
Subsidiary road, contingent money rental. Leased July 20, 1883, for 999 years; lessee pays all operating expenses and financial obligations of lessor.	634
Subsidiary road, under construction. No line completed.....	635
Operating road, subsidiary, other relation. Subsidiary in the sense that the Directors consider a close working alliance with Phila. & Read. R. R. advantageous to the property.	636
Operating road, subsidiary, other relation. Atl. Cy. R. R. operates road for a fixed price per day, the lessor paying for most of the repairs to roadbed. The lessee collects all receipts, the lessor paying any deficiency.	637
Operating road, subsidiary, other relation. Subsidiary in the sense that the Directors consider a close working alliance with Phila. & Read. R. R. advantageous to the property.	638

GROUP II.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE.

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
	Philadelphia and Reading Railroad Company— Continued.				
639	Chester and Delaware River Railroad Company.	5.70	.....	5.70	.....
640	Gettysburg and Harrisburg Railway Company.	42.98	.....	34.60	.....
641	Middletown and Hummelstown Railroad Com- pany.	6.60	.....	6.60	.....
642	Northeast Pennsylvania Railroad Company.....	25.60	.....	25.60	.....
643	Perkiomen Railroad Company.....	38.50	.....	38.50	.....
644	Philadelphia and Chester Valley Railroad Com- pany.	21.50	.....	21.50	.....
645	Philadelphia and Northern Railroad Company..	.....	.....	.....	.....
646	Port Reading Railroad Company.....	20.04	.....	20.04	.....
647	Reading and Columbia Railroad Company.....	52.70	.....	59.00	.....
648	Reading, Marietta and Hanover Railroad Company.	6.30	.....	.....	.....
649	Rupert and Bloomsburg Railroad Company....	1.60	.....	1.60	¹ .80
650	Stony Creek Railroad Company.....	10.30	.....	10.30	.....
651	Tamaqua, Hazelton and Northern Railroad Company.	9.90	.....	9.90	.....
652	Philadelphia Belt Line Railroad Company.....	3.80	.....	5.80	.....
653	Philadelphia, Newtown and New York Railroad Company.	22.15	.....	22.15	.....
654	Philadelphia, Reading and New England Rail- road Company.	57.60	.....	² 181.00	.....
655	Dutchess County Railroad Company.....	12.40	.....	.....	.....
656	Hartford and Connecticut Western Railroad Company.	² 109.75	.....	.....	.....
657	Portage Creek and Rich Valley Railroad Company.	21.50	¹ .50	21.50	¹ .50
658	Port Jervis, Monticello and New York Railroad Company.	41.05	.....	41.05	.....
659	Poughkeepsie and Eastern Railway Company....	34.99	.....	38.99	.....
660	Queen Anne's Railroad Company.....	15.00	15.00	.....	.....
661	Raritan River Railroad Company.....	16.07	.....	16.07	.....
662	Reynoldsville and Falls Creek Railroad Company.	14.50	.....	14.50	.....
663	Rochester and Irondequoit Railroad Company...	.....	.....	6.05	.....
664	Rochester and Lake Ontario Railway Company.	6.05	.....	.....	.....
665	Rockaway Valley Railway Company.....	25.90	25.90	25.90	25.90
666	Saint Marys and Southwestern Railroad Company.	21.12	.....	21.12	.....
667	Saranac and Lake Placid Railroad Company.....	10.00	.....	10.00	.....
668	Seneca County Railway Company.....	1.00	1.00	.....	.....
669	Shade Creek Railway Company.....	8.00	.....	8.00	8.00
670	Silver Lake Railway Company.....	6.86	.....	6.86	.....
671	Skaneateles Railroad Company.....	5.00	.....	5.00	.....
672	Slackwater Connecting Railroad Company.....	.35	.....	.35	.....
673	Slate Run Railroad Company.....	15.00	.....	15.00	.....
674	South Jersey Railroad Company.....	66.20	.....	90.70	.....
675	Southfield Branch Railroad Company.....	1.00	.....	.....	.....
676	Staten Island Rapid Transit Railroad Company..	10.90	.....	23.72	.12
677	Staten Island Railway Company.....	12.82	.12	.....	.....
678	Sterling Mountain Railway Company.....	7.60	.....	7.60	.....
679	Stewartstown Railroad Company.....	7.20	.....	7.20	.....
680	Strasburg Railroad Company.....	4.25	.....	4.25	.....
681	Sugar Run Railroad Company.....	8.00	.....	18.00	10.00
682	Susquehanna and Buffalo Railroad Company.....	1.50	.....	1.50	.....
683	Tiadaghton and Fahnstalk Railway Company...	6.62	.....	.....	¹ 6.62
684	Tuckerton Railroad Company.....	30.75	.....	29.00	.....
685	Tuscarora Valley Railroad Company...	27.00	9.50	27.00	9.50

¹ Decrease.² Includes 67.25 miles lying in Group I.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	No.
Remarks.	
Operating road, subsidiary, other relation. Subsidiary in the sense that the Directors consider a close working alliance with Phila. & Read. R. R. advantageous to the property.	639
Operating road, subsidiary, other relation. Subsidiary in the sense that the Directors consider a close working alliance with Phila. & Read. R. R. advantageous to the property. "Line owned" includes 8.38 miles leased to Hunters Run & Slate Belt R. R.	640
Operating road, subsidiary, other relation. Subsidiary in the sense that the Directors consider a close working alliance with Phila. & Read. R. R. advantageous to the property.	641
do	642
do	643
do	644
Subsidiary road, under construction. No line completed.	645
Operating road, subsidiary, other relation. Subsidiary in the sense that the Directors consider a close working alliance with Phila. & Read. R. R. advantageous to the property.	646
do	647
Subsidiary road, other relation. Controlled through ownership of capital stock.	648
Operating road, subsidiary, other relation. Subsidiary in the sense that the Directors consider a close working alliance with Phila. & Read. R. R. advantageous to the property.	649
do	650
do	651
Operating road, independent.	652
do	653
Operating road, independent. J. K. O. Sherwood, Receiver; appointed Aug. 19, 1893.	654
Subsidiary road, fixed money rental. Leased Aug. 1, 1892, for 300 years; rental, interest on stock and bonds and \$1,000 per annum for maintenance of organization. Controlled through ownership of majority of capital stock.	655
Subsidiary road, fixed money rental. Leased to Cent. New Eng. & Wn. R. R., Feb. 4, 1890, for 50 years from Aug. 30, 1890; rental, 2 per cent on capital stock, interest on bonds, all taxes, rates, charges, and assessments.	656
Operating road, independent.	657
do	658
do	659
Independent road. "Line owned" not in operation.	660
Operating road, independent.	661
do	662
Operating road, independent. In addition road operates 4.50 miles of electric line and a ferry.	663
Subsidiary road, fixed money rental. Leased Nov. 1, 1893, for the term of its corporate existence; rental, \$9,750.	664
Operating road, independent.	665
do	666
do	667
Independent road. "Line owned" not in operation.	668
Privatelumber road.	669
Operating road, independent.	670
do	671
do	672
do	673
Operating road, independent. Francis I. Gowen, Receiver; appointed Aug. 21, 1894.	674
Independent road. "Line owned" not in operation.	675
Operating road, independent.	676
Subsidiary road, fixed money rental. Leased June 30, 1883, for 99 years; possession given July 31, 1884; rental, interest on bonds, 5½ per cent on capital stock and \$3,600 per annum for salaries and maintenance of organization.	677
Operating road, independent.	678
do	679
Private road. H. Baumgardner, owner. Operated by E. C. Musselman, lessee.	680
Operating road, independent.	681
do	682
Independent road. "Line owned" not in operation.	683
Operating road, independent. Of "line owned," 1.75 miles not in operation.	684
Operating road, independent.	685

GROUP II.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
686	Ulster and Delaware Railroad Company.....	75.00	1.00	87.40	1.00
687	Delaware and Otsego Railroad Company.....	8.79			
688	Hobart Branch Railroad Company.....	3.61			
689	Kaaterskill Railroad Company.....	7.50		8.50	
690	Catskill and Tannersville Railway Company..	.93			
691	Stony Clove and Catskill Mountain Railroad Company.....	14.30		14.30	
692	Unadilla Valley Railway Company.....	19.14	¹ .69	19.14	4.31
693	Union Transportation Company.....			24.47	
694	Pemberton and Hightstown Railroad Company..	24.47			
695	Ursina and North Fork Railway Company.....	4.00		4.00	
696	Valentine Iron Company's Railroad.....	2.00		2.00	
697	Valley Railroad (of Pennsylvania).....	5.75	2.75	5.75	2.75
698	Washington and Potomac Railroad Company....	21.00		21.00	
699	Western Maryland Railroad Company.....	90.00		² 141.10	
700	Baltimore and Cumberland Valley Railroad Company.....	4.55			
701	Baltimore and Cumberland Valley Railroad Extension Company.....	26.52			
702	Baltimore and Cumberland Valley Railway Company.....	3.03			
703	Potomac Valley Railroad Company.....	² 14.30			
704	Baltimore and Harrisburg Railway Company...	66.00		96.07	
705	Baltimore and Harrisburg Railway Company, Eastern Extension.....	16.60	1.53		
706	Baltimore and Harrisburg Railway Company, Western Extension.....	15.00			
707	Berlin Branch Railroad Company.....	7.00		7.00	
708	Western New York and Pennsylvania Railway Company.....	425.77		643.16	¹ .07
709	Bradford Railway Company.....	14.75			
710	Genesee Valley Canal Railroad Company.....	98.54	¹ .07		
711	Genesee Valley Terminal Railroad Company...	2.46			
712	Kendall and Eldred Railroad Company.....	18.18	¹ .10		
713	Kinzua Railway Company.....	14.04			
714	McKean and Buffalo Railroad Company.....	22.15			
715	Olean, Bradford and Warren Railroad Company in New York.....	12.53			
716	Olean, Bradford and Warren Railway Company in Pennsylvania.....	10.11			
717	Rochester, New York and Pennsylvania Rail- way Company.....	12.00			
718	Union Terminal Railroad Company.....	2.31			
719	Kinzua Valley Railroad Company.....	10.00		10.00	
720	Wheeling and Elm Grove Railroad Company.....	7.04	7.04	7.04	7.04
721	Whippany River Railroad Company ³	4.00		4.00	
722	Williams Valley Railroad Company.....	12.00		12.00	
723	Williamsport and North Branch Railroad Com- pany.....	45.00		45.00	
724	Wilmington and Northern Railroad Company....	88.41		92.30	
725	York Southern Railroad Company.....	41.00		41.00	
726	Youghiogheny Railroad Company.....	10.00		10.00	
727	Youghiogheny and Wick Haven Railroad Com- pany.....	.44	¹ .05	.44	¹ .05
728	Youghiogheny Central Railway Company.....	⁴ 5.00			

¹ Decrease.³ Report for nine months ending June 30, 1896.² Includes .70 mile lying in Group IV.⁴ Unofficial figures.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent.....	686
Subsidiary road, fixed money rental. Leased Feb. 1, 1893, for 999 years, at nominal rental of \$1. Entire capital stock owned by lessee company.	687
Subsidiary road, fixed money rental. Leased June 10, 1889, for 999 years from June 1, 1888, at a nominal rental of \$1 per annum; under lease Ulster & Del. R. R. acquired the capital stock of this company by exchanging therefor \$50,000 of its new 5 per cent first-mortgage bonds.	688
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	689
Subsidiary road, fixed money rental. The Kaaterskill R. R. agrees to carry passengers over the Cats. & Tannersv. R. R. on a guarantee that earnings shall be \$24 per day.	690
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.	691
Operating road, independent.....	692
do	693
Subsidiary road, fixed money rental. Leased Aug. 1, 1891, for 5 years; rental, \$500, taxes, operating expenses, and maintenance.	694
Operating road, independent. Feeder to Pittsb. & Connellsv. R. R. at Ursina, Pa.....	695
Operating road, independent. Owned and operated by the Valentine Iron Co.....	696
Operating road, independent.....	697
Operating road, independent. Operated by C. H. Green and Herman Knubel.....	698
Operating road, independent.....	699
Subsidiary road, fixed money rental. Leased July 1, 1879, for 50 years; annual rental, \$4,368, interest on first-mortgage bonds.	700
Subsidiary road, fixed money rental. Leased July 1, 1881, for 50 years, for 7 per cent on \$270,000 capital stock and 6 per cent on \$230,000 first-mortgage bonds.	701
Subsidiary road, fixed money rental. Leased July 1, 1879, for 50 years; annual rental, \$2,910, interest on first-mortgage bonds.	702
Subsidiary road, fixed money rental. Leased July 14, 1891, for 50 years; rental, interest on bonds, secured by all properties of the Pot. Vy. R. R. to the Mercantile Trust & Deposit Co., of Balt., Md., and an amount equal to seven-tenths of 1 per cent on said bonds annually to the trustees of said mortgage to constitute a sinking fund for payment of bonds at maturity.	703
Operating road, subsidiary, fixed money rental. Leased Nov. 1, 1886, for 99 years; rental, fixed charges.	704
Subsidiary road. Leased Jan. 14, 1891, for 50 years.....	705
Subsidiary road, fixed money rental. Leased June 1, 1889, for 50 years; rental, \$12,000.....	706
Operating road, subsidiary, other relation. No contract; train service performed by Wn. Md. R. R., at 30 cents per train mile.	707
Operating road, independent. The operation of 25.68 miles temporarily discontinued during the year.	708
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	709
do	710
do	711
Subsidiary road, other relation. Controlled through ownership of entire capital stock. Operations temporarily discontinued during year.	712
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	713
do	714
do	715
do	716
do	717
do	718
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.	719
Operating road, independent.....	720
Operating road, independent. E. A. Quayle, Receiver; appointed Nov. 26, 1895.....	721
Operating road, independent.....	722
do	723
do	724
do	725
Operating road, independent. Owned by Penn Gas Coal Co.....	726
Operating road, independent.....	727
Independent road. "Line owned" not in operation.....	728

GROUP III.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
	Total—Group III.....	22,937.76	286.12		
729	Addyston and Ohio River Railroad Company.....	7.20		7.20	
730	Alliance and Northern Railroad Company.....	25.00		25.00	
731	Ann Arbor Railroad Company ¹	298.80	298.80	302.73	302.73
732	Arcadia and Betsey River Railway Company ² ...	17.50	17.50	17.50	17.50
733	Au Sable and Northwestern Railroad Company..	³ 108.00		³ 108.00	
171	Baltimore and Ohio Railroad Company ⁴ [Line west of Ohio River.]			⁵ 773.27	
734	Baltimore and Ohio and Chicago Railroad Com- pany.	⁶ 264.90			
735	Akron and Chicago Junction Railroad Com- pany.	76.66			
736	Central Ohio Railroad Company.....	⁷ 127.32			
737	Sandusky, Mansfield and Newark Railroad Company.	116.25			
738	Cleveland, Wooster and Muskingum Valley Railroad Company.	36.26			
739	Columbus and Cincinnati Midland Railroad Company.	69.80			
740	Newark, Somerset and Straitsville Railroad Company.	46.70			
741	Baltimore and Ohio Southwestern Railway Company. ⁸	545.19		546.39	
	[Line east of Vincennes, Indiana.]				
742	Cleveland Terminal and Valley Railroad Com- pany. ⁹	86.53	86.53	86.53	86.53
743	Eastern Ohio Railroad Company.....	16.91	¹⁰ 2.09	25.21	¹⁰ 2.09
744	Pittsburgh and Western Railway Company....	210.30		343.50	
745	Ellwood Short Line Railroad Company.....	3.20			
746	Pittsburgh, Cleveland and Toledo Railroad Company.	77.10			
747	Pittsburgh, Painesville and Fairport Rail- way Company.	61.50	8.50		
748	Big Level and Kinzua Railroad Company.....	¹¹ 10.70		¹¹ 10.70	
749	Barberton Belt Line Railroad Company.....	7.18	1.31	8.18	2.31
750	Bear Lake and Eastern Railroad Company.....	18.00		18.00	
751	Bedford Belt Railway Company.....	7.70	¹⁰ 2.30	7.70	¹⁰ 2.30
752	Bellaire, Zanesville and Cincinnati Railway Com- pany.	110.75	9.00	111.75	
753	Boyne City and Southeastern Railroad Company.	14.00	2.00	14.00	2.00
754	Buchanan and Saint Joseph River Railroad Com- pany.	1.75			
755	Cadillac and Northeastern Railroad Company....	15.00	6.00	15.00	6.00

¹ Report for eight months ending June 30, 1896.² Report for period, September 25, 1895 to June 30, 1896.³ Unofficial figures.⁴ See page 250, No. 171, for totals covering entire road.⁵ Includes 25.68 miles lying in Group VI.⁶ Includes 8.21 miles lying in Group VI.⁷ Excludes one-half of the mileage, 33.02, between Newark, Ohio, and Columbus, Ohio, owned jointly with Pittsb., Cin., Chic. & St. L. Ry.⁸ See page 250, No. 741, for totals covering entire road.⁹ Report for period, October 6, 1895 to June 30, 1896.¹⁰ Decrease.¹¹ Lies in Group II.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent.....	729
do.....	730
do.....	731
do.....	732
do.....	733
Operating road, independent. J. K. Cowen and O. G. Murray, Receivers; appointed Mar. 1, 1896.	171
Subsidiary road, other relation. Controlled through ownership of capital stock.....	734
Subsidiary road, contingent money rental. Leased July 1, 1890, for 999 years; rental, \$2 per carload of freight up to \$50,000 and \$1 in excess thereof. Lease assigned to Balt. & Ohio R. R.	735
Subsidiary road, contingent money rental. Leased Dec. 1, 1866, for 20 years, renewable at option of Balt. & Ohio R. R., for 35 per cent of gross earnings and all taxes, not to exceed \$35,000 per annum.	736
Subsidiary road, fixed money rental. Leased Feb. 23, 1880, to Cent. Ohio R. R. until Dec. 1, 1926; rental, \$20,000 per year for the first four years, \$25,000 for each of the next two years, and thereafter, during the continuance of lease and renewals, the sum of \$27,500 per year.	737
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	738
Subsidiary road, fixed money rental. Leased Jan. 1, 1890, for 999 years; rental, 3 per cent on preferred stock and interest on bonds.	739
Subsidiary road, contingent money rental. Leased May 20, 1872, for 30 per cent of gross earnings; if insufficient to pay interest of \$56,000 annually on bonds, deficit to be made good by lessee. Oct. 8, 1890, bonds extended and interest on them reduced to 5 per cent, amounting to \$40,000, payable semiannually.	740
Operating road, subsidiary, other relation. Controlled through ownership of capital stock.....	741
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	742
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.	743
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock. Thomas M. King, Receiver; appointed Mar. 2, 1896.	744
Subsidiary road, contingent money rental. Leased Aug. 10, 1891, for 999 years; rental, 1 cent per 2,000 pounds of freight transported over entire line; for traffic originating at or destined to Ellwood City, \$1.00 per full carload, 10 cents per 2,000 pounds, and 3 cents per each passenger.	745
Subsidiary road, contingent money rental. Leased July 15, 1884, for 99 years; lessee to apply income to payment of operating expenses and interest on bonds.	746
Subsidiary road, contingent money rental. Leased Oct. 7, 1886, for 99 years; lessee to maintain and operate road, pay taxes and assessments; lessor to receive all local earnings and proportion of other earnings on pro rata mileage basis; each party to provide its proportion of equipment. Under date of Sept. 3, 1889, Pittsb. & Wn. Ry. agrees, in addition, to pay interest on \$250,000 terminal bonds; 8.50 miles of line leased to Pittsb. & Wn. Ry. used as a siding by that road.	747
Operating road, subsidiary, other relation. Operated under provisional agreement which was abrogated on June 30, 1896.	748
Operating road, independent.....	749
Private logging road.....	750
Operating road, independent.....	751
Operating road, independent. J. K. Geddes, Receiver; appointed July 1, 1895.....	752
Operating road, independent.....	753
Independent road. "Line owned" not in operation.....	754
Private logging road. Owned by Cummer & Diggins.....	755

GROUP III.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
756	Central Union Depot and Railway Company of Cincinnati.	1.44	.....	1.44	.....
757	Chicago and South Bend Railroad Company.....	.91	.....	.91	.....
758	Chicago and Southeastern Railway Company (of Indiana).	¹ 100.00	.....	¹ 100.00	.....
759	Chicago and West Michigan Railway Company..	483.12	1.12	575.74	1.12
760	Chicago and North Michigan Railroad Company..	92.62	.....	.....	.....
761	Detroit, Lansing and Northern Railroad Com- pany.	221.57	.....	378.82	45.10
762	Grand Rapids, Lansing and Detroit Railroad Company.	55.54	.....	.....	.....
763	Saginaw and Western Railroad Company.....	42.57	.....	.....	.....
764	Saginaw Valley and Saint Louis Railroad Company.	35.50	.....	.....	.....
765	Saginaw and Grand Rapids Railroad Com- pany.	3.60	.....	.....	.....
766	Grand Rapids Transfer and Junction Railroad Company.	1.00	.....	.....	.....
767	Chicago, Indiana and Eastern Railway Company.	10.90	² 1.10	9.90	² .10
768	Chicago, Kalamazoo and Saginaw Railway Com- pany.	44.20	.....	44.20	.....
769	Cincinnati and Westwood Railroad Company....	5.63	.....	5.63	.....
770	Cincinnati, Georgetown and Portsmouth Rail- road Company.	42.00	.....	42.00	.....
771	Cincinnati, Hamilton and Dayton Railway Com- pany.	317.99	317.99	541.38	541.38
772	Bowling Green Railroad Company.....	20.55	.....	.....	.....
773	Cincinnati and Dayton Railway Company.....	13.38	.....	.....	.....
774	Columbus, Findlay and Northern Railway Com- pany.	17.64	.....	.....	.....
775	Dayton and Michigan Railroad Company.....	140.72	.....	.....	.....
776	Piqua and Troy Branch Railroad Company.....	8.64	.....	.....	.....
777	Cincinnati, Hamilton and Indianapolis Rail- road Company.	98.34	.....	98.94	.....
778	Cincinnati, Jackson and Mackinaw Railway Company.	323.70	.....	414.49	65.79
779	Jackson and Cincinnati Railway Company.....	17.65	17.65	.....	.....
780	Cincinnati, Lebanon and Northern Railway Company.	37.65	.....	31.05	.....
781	Cincinnati, New Richmond and Ohio River Rail- road Company.	14.88	.....	.....	.....
782	Cincinnati Northwestern Railway Company.....	6.50	.....	6.50	.....
783	Cincinnati, Portsmouth and Virginia Railroad Company.	107.70	.....	111.50	.....
784	Cleveland, Akron and Columbus Railway Com- pany.	177.25	.....	193.85	.....
785	Cleveland Belt and Terminal Railroad Company..	6.57	.....	6.57	.....
786	Cleveland, Canton and Southern Railroad Com- pany.	203.92	.....	209.42	.....
787	Canton and Wooster Railroad Company ³	1.10	1.10	.....	.....
788	Massillon Railroad Company	5.50	.....	.....	.....
789	Cleveland, Cincinnati, Chicago and Saint Louis Railway Company. ⁴ [Line east of Terre Haute, Indiana.]	1,205.60	² 1.89	1,356.32	² 11.79
790	Cincinnati and Southern Ohio River Railroad Company.	3.90	.21	.....	.....

¹ Unofficial figures.² Decrease.³ Report for period, September 4, 1895 to June 30, 1896.⁴ See page 250, No. 789, for totals covering entire road.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent. Road established and maintained for the purpose of furnishing terminal facilities for the passenger business of several roads using it, the expenses of which are borne by the different companies on a wheelage basis.	756
Operating road, independent.....	757
do.....	758
do.....	759
Subsidiary road, other relation. Controlled through ownership of capital stock.....	760
Operating road, subsidiary, other relation. C. M. Heald, Receiver; appointed Apr. 1, 1896.....	761
Subsidiary road, other relation. Controlled through ownership of bonds, owned by the Det., Lans. & Nn. R. R.	762
Subsidiary road, fixed money rental. Leased July 1, 1883, for 30 years; lessee guarantees principal and interest on bonds and a dividend of 7 per cent on capital stock.	763
Subsidiary road, fixed money rental. Leased June 2, 1879 to May 1, 1900; rental, interest on \$446,000 bonds, operating expenses and taxes, and rental of Sag. & Gr. Rap. R. R.; if any deficiency occurs, Det., Lans. & Nn. R. R. to pay the same out of its own earnings. Operated by Det., Lans. & Nn. R. R., that company providing for any deficiency in the coupon interest account.	764
Subsidiary road, fixed money rental. Leased Nov. 18, 1878, in perpetuity; rental, 8 per cent per annum on capital stock.	765
Subsidiary road, other relation. Verbal lease made in 1882 for an indefinite period; rental, maintenance of road.	766
Operating road, independent.....	767
Operating road, independent. Road in hands of Construction Co.....	768
Operating road, independent.....	769
do.....	770
do.....	771
Subsidiary road, other relation. Controlled through ownership of capital stock.....	772
do.....	773
do.....	774
Subsidiary road, fixed money rental. Leased May 1, 1863, in perpetuity; modified June 23, 1870, and assumed by Cin., Ham. & Day. Ry., July 8, 1895; lessee pays dividends on capital stock, interest on bonds, and organization expenses.	775
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	776
Operating road, subsidiary, other relation. Controlled through ownership of capital stock....	777
Operating road, independent. Frank B. Drake, Receiver; appointed Dec. 6, 1894.....	778
Subsidiary road, other relation. Lessee collects all revenue and pays all expenses.....	779
Operating road, independent. Of "line owned," 6.66 miles leased to Day., Leb. & Cin. R. R. ...	780
Independent road. "Line owned" not in operation.....	781
Operating road, independent.....	782
do.....	783
do.....	784
do.....	785
Operating road, independent. J. W. Wardwell, Receiver; appointed Sept. 15, 1893.....	786
Subsidiary road. "Line owned" not in operation.....	787
Subsidiary road, other relation. Leased at 10 cents per ton of freight.....	788
Operating road, independent.....	789
Subsidiary road, other relation. The Cin., Indpls., St. L. & Chic. Ry. furnished all money to construct this road. The Clev., Cin., Chic. & St. L. Ry. now owns all of the securities, operating it as a branch of its own line.	790

GROUP III.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
791	Cleveland, Cincinnati, Chicago and Saint Louis Railway Company—Continued. [Line east of Terre Haute, Indiana.] Columbus, Hope and Greensburg Railroad Company.	26.21	¹ .29	.....	.....
792	Fairland, Franklin and Martinsville Railroad Company.	37.84	.34	.....	.....
793	Harrison Branch Railroad Company.....	7.70	.....	.....	.....
794	Vernon, Greensburg and Rushville Railroad Company.	45.10	.....	.....	.....
795	Dayton and Union Railroad Company.....	31.69	.....	46.95	.....
796	Louisville and Jefferson Bridge Company.....	2.60	2.60	2.60	2.60
797	Mount Gilead Short Line Railway Company....	2.00	.....	2.00	.....
798	Peoria and Eastern Railway Company ² [Line east of Danville, Illinois.]	218.55	.....	218.55	.....
799	Cleveland, Lorain and Wheeling Railway Com- pany.	192.30	.....	192.30	.....
800	Columbus, Hocking Valley and Toledo Railway Company.	316.14	.....	340.53	17.50
801	Pomeroy Belt Railway Company.....	1.34	.....	.....	.....
802	Columbus, Lancaster and Wellston Railway Company.	25.00	25.00	25.00	25.00
803	Columbus, Sandusky and Hocking Railroad Com- pany.	226.21	226.21	273.03	273.03
804	Zanesville Terminal Railway Company.....	4.62	.....	.....	.....
805	Crawford and Manistee River Railway Company..	10.00	.....	10.00	.....
806	Dayton, Lebanon and Cincinnati Railroad Com- pany.	16.40	.....	23.00	.....
807	Delta Railroad Company.....	22.00	¹ 2.00	22.00	¹ 2.00
808	Detroit and Mackinac Railway Company.....	268.00	¹ 18.00	253.00	¹ 33.00
809	Detroit Union Railroad Depot and Station Com- pany.	3.34	.10	3.34	.10
810	Elkhart and Western Railroad Company.....	11.81	.31	11.81	.31
811	Elm Run Coal Company's Railroad.....	1.93	.....	.....	.....
812	Epworth League Railway Company.....	2.75	.25	2.75	.25
328	Erie Railroad Company ³ [Line west of Salamanca, New York.]	429.59	429.59	604.49	604.49
813	Cleveland and Mahoning Valley Railway Com- pany.	129.94	6.00	.....	.....
814	New Castle and Shenango Valley Railroad Com- pany.	16.20	.....	.....	.....
815	Sharon Railway Company.....	16.34	.03	.....	.....
816	Westerman Coal and Iron Railroad Company...	2.09	.....	.....	.....
817	Youngstown and Austintown Railway Company	9.87	.....	.....	.....
818	Chicago and Erie Railroad Company.....	249.57	.....	269.56	.....
819	Evansville and Terre Haute Railroad Company..	185.43	.....	166.88	.....
820	Evansville Belt Railway Company.....	4.45	.....	.....	.....

¹ Decrease.² See page 250, No. 798, for totals covering entire road.³ Report for seven months ending June 30, 1896. See page 250, No. 328, for totals covering entire road.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	No.
Remarks.	
Subsidiary road, contingent money rental. The Cin., Indpls., St. L. & Chic. Ry. owned all the bonds and a majority of capital stock, and operated the road from May, 1884, applying the net earnings toward payment of interest on bonds. By virtue of the consolidation of Cin., Indpls., St. L. & Chic. Ry. with others, on July 1, 1889, into Clev., Cin., Chic. & St. L. Ry., the rights and obligations were vested in the latter Co., which owns the entire capital stock.	791
Subsidiary road, other relation. Controlled through ownership of entire capital stock	792
.....do.....	793
Subsidiary road, other relation. Controlled through ownership of capital stock and bonds....	794
Operating road, subsidiary, other relation. Controlled through ownership of capital stock....	795
Operating road, subsidiary, other relation. Stock owned by the Clev., Cin., Chic. & St. L. and Ches. & Ohio Rys., two-thirds and one-third, respectively. The principal and interest on bonds are guaranteed by the railroad companies in the same proportion.	796
Operating road, subsidiary, contingent money rental. Leased Apr. 15, 1880, for 99 years; annual rental, one-third net earnings. "Road owned" by trustees of Mt. Gilead Township.	797
Operating road, subsidiary, other relation. Controlled through ownership of one-half capital stock. Operated by Clev., Cin., Chic. & St. L. Ry. under guarantee of payment of interest on bonds and all current expenses; also the advancement of any deficit. Agreement effective Apr. 1, 1890.	798
Operating road, independent	799
Operating road, independent. "Line operated" includes 17.50 miles of Wellston & Jack. Belt Ry.; 10.00 miles of which is electric line operated by the owning company.	800
Subsidiary road, other relation. Operated under contract dated Sept. 29, 1893, for 15 years; lessee to maintain and operate property without charge or payment of rental until such time as the Trustees of the Pomeroy Belt Ry. may lease to other parties; after which time the Cols., Hock. Vy. & Tol. Ry. shall have the right to use the said Pomeroy Belt Ry. without charge, subject to such reasonable regulations as may be prescribed.	801
Operating road, independent.....	802
.....do.....	803
Subsidiary road, fixed money rental. Leased July 1, 1890, for 99 years, to Cols., Shawnee & Hock. Ry.; rental, 5 per cent on bonds, guaranteed. Lease assumed by Cols., Sdsky. & Hock. R. R., Jan. 2, 1894.	804
Operating road, independent.....	805
Operating road, independent. Of "line operated," 6.60 miles leased from Cin., Leb. & Nn. Ry.	806
Private lumber road. Owned by Delta Lumber Co.....	807
Operating road, independent. Of "line owned," 15 miles not yet in operation.....	808
Operating road, independent. Used as a terminal road.....	809
Operating road, independent.....	810
Independent road. "Line owned" not in operation.....	811
Operating road, independent. Used as an excursion road only 3 weeks during the summer.....	812
Operating road, independent.....	328
Subsidiary road, fixed money rental. Leased July 1, 1880, for 82½ years; annual rental, \$525,967.38.	813
Subsidiary road, contingent money rental. Lease dated Mar. 1, 1889, for 93 years and two months, for 32 per cent of gross earnings, which is guaranteed to be equal to \$15,000 per annum.	814
Subsidiary road, fixed money rental. Leased Dec. 1, 1886, for 99 years; annual rental, 6 per cent on capital stock issued and 5½ per cent on bonds.	815
Subsidiary road, fixed money rental. Leased Jan. 1, 1886, for 96½ years; rental, \$4,000 annually..	816
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	817
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.	818
Operating road, independent. "Line owned" includes 23.00 miles, leased to T. Haute & Loganspt. and Chic. & En. Ill. R. Rs.	819
Subsidiary road, other relation. Controlled by Evansv. & T. Haute R. R., through ownership of majority of capital stock. Operated for one-half its revenue, this company receiving the remainder.	820

GROUP III.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2		3		4		5	
		LINE OWNED.		LINE OPERATED.					
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
821	Evansville and Terre Haute Railroad Company— Continued.								
821	Evansville and Indianapolis Railroad Company.	134.70	.....	149.90	.....				
822	Evansville and Richmond Railroad Company...	101.40	.....	101.40	.....				
823	Evansville, Suburban and Newburg Railway Company.	¹ 10.09	.....	¹ 10.09	.....				
824	Findlay, Fort Wayne and Western Railway Com- pany.	80.00	2.50	80.90	3.40				
825	Flint and Père Marquette Railroad Company.....	752.08	² 8.21	774.52	² 8.21				
826	Bay City Belt Line Railroad Company.....	6.21	.....						
827	Fort Street Union Depot Company.....	¹ 1.36	.....	¹ 1.36	.....				
828	Fort Wayne, Terre Haute and Southwestern Rail- road Company.	10.00	.....	6.00	.....				
829	Frederick and Charlevoix Railroad Company.....	45.00	45.00	25.00	25.00				
89	Grand Trunk Railway Company: ³								
830	Chicago and Grand Trunk Railway Company..	⁴ 326.50	.....	⁵ 335.27	.....				
831	Grand Trunk Junction Railway Company....	⁶ 3.90	.....						
832	Cincinnati, Saginaw and Mackinaw Railroad Company.	53.00	.....	53.00	.....				
833	Chicago, Detroit and Canada Grand Trunk Junction Railway Company.	59.37	.....	59.37	.....				
834	Detroit, Grand Haven and Milwaukee Railway Company.	189.00	.....	189.00	.....				
835	Michigan Air Line Railway Company.....	105.60	.....	105.60	.....				
836	Toledo, Saginaw and Muskegon Railway Com- pany.	96.00	.....	117.00	.....				
837	Hillsboro Railroad Company.....			20.00	.....				
838	Columbus and Maysville Railway Company....	20.00	.....						
839	Indiana, Decatur and Western Railway Com- pany ⁷ .	76.26	.....	76.75	.....				
840	[Line in Indiana.] Indiana, Illinois and Iowa Railroad Company ⁸ ..	82.17	.....	82.17	.....				
841	[Line in Indiana.] Indiana Northern Railway Company.....	2.00	.....	2.00	.....				
842	Indianapolis Union Railway Company.....	.93	.....	12.64	.....				
843	Indianapolis Belt Railroad Company.....	14.29	.02		.....				
844	Iron Railway Company.....	19.50	.....	19.50	.....				
845	Ivorydale and Mill Creek Valley Railway Com- pany.	5.00	.....	5.00	.....				
846	Jamestown and Lake Erie Railway Company.....	23.85	.....	25.05	.....				
847	Lake Erie and Western Railroad Company.....	⁹ 710.61	.....	¹⁰ 718.38	.....				
848	Northern Ohio Railway Company.....	161.75	161.75	161.75	161.75				
849	Lake Erie, Alliance and Southern Railway Com- pany.	35.80	.....	35.80	.....				
850	Lake Shore and Michigan Southern Railway Com- pany.	¹¹ 866.99	.....	¹¹ 1,439.90	² .87				

¹ Unofficial figures.² Decrease.³ Files no report; inserted to show relation of seven roads following.⁴ Includes 21.88 miles lying in Group VI.⁵ Includes 30.65 miles lying in Group VI.⁶ Lies in Group VI⁷ See page 250, No. 839, for totals covering entire road.⁸ See page 250, No. 840, for totals covering entire road.⁹ Includes 118.60 miles lying in Group VI.¹⁰ Includes 121.02 miles lying in Group VI.¹¹ Includes 14.02 miles lying in Group VI.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	No.
Remarks.	
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock. "Line owned" includes 5 miles not in operation.	821
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock. H. C. Barlow, Receiver; appointed June 1, 1895.	822
Operating road, independent.....	823
do.....	824
do.....	825
Subsidiary road, other relation. Controlled through ownership of capital stock.....	826
Operating road, independent. Used as a terminal road.....	827
Operating road, independent. Rented to and operated by F. P. Welch, Receiver; appointed Nov. 10, 1893. Of "line owned" 4 miles not in operation.	828
Private road. Owned by D. Ward. Of "line owned," 20 miles not in operation.....	829
Operating road, subsidiary, contingent money rental. The Gr. Trunk Ry. contributes 30 per cent of its gross earnings on interchanged traffic toward the half-yearly interest on bonds.	830
Subsidiary road, fixed money rental. Leased Dec. 22, 1880, in perpetuity; rental, interest on bonds.	831
Operating road, subsidiary, contingent money rental. Operated under agreement dated Nov. 1, 1890, for 30 years; rental, 30 per cent of gross earnings, to be applied to half-yearly interest on bonds. Any shortage after the application of the 30 per cent referred to is to be advanced by Chic. & Grand Trunk Ry. and Grand Trunk Ry. Cos. to the extent of 25 per cent of gross earnings from interchanged traffic.	832
Operating road, subsidiary, fixed money rental. Leased Apr. 1, 1863, for 999 years; annual rental, 6 per cent interest on \$1,095,000 first-mortgage bonds, and 4 per cent dividends on \$1,095,000 capital stock.	833
Operating road, subsidiary, fixed money rental. Principal and interest of general mortgage bonds secured by Gr. Trunk Ry.	834
Operating road, subsidiary, fixed money rental. Leased Dec. 10, 1881, for 20 years; rental, \$75.000 per annum, maintenance, and taxes.	835
Operating road, subsidiary, contingent money rental. Rental, gross earnings of Chic. & Gr. Trunk Ry. and Gr. Trunk Ry. Cos. on interchanged traffic, to be applied to half-yearly interest on bonds.	836
Operating road, independent.....	837
Subsidiary road, other relation.....	838
Operating road, independent.....	839
do.....	840
do.....	841
Operating road, independent. Terminal road.....	842
Subsidiary road, fixed money rental. Leased Oct. 1, 1882, for 999 years; rental, \$49,577 per annum.	843
Operating road, independent.....	844
Operating road, independent. Owned and operated by the Procter & Gamble Co.....	845
Operating road, independent.....	846
do.....	847
Operating road, subsidiary, contingent money rental. Leased Oct. 1, 1895, for 999 years; rental, interest on bonds, taxes, and insurance, any net earnings remaining after such payment shall be paid to lessor.	848
Operating road, independent. E. E. Scranton, Receiver; appointed Nov. 24, 1893.....	849
Operating road, independent. "Line owned" includes 7.84 miles leased to N. Y., Chic. & St. L. R. R. for 99 years at a rental of \$5,000, which, with .87 mile not used for traffic purposes, once formed a part of main line between Silver Creek and Dunkirk, N. Y. "Line operated" includes 7.20 miles leased from Battle Ck. & Sturgis Ry.	850

GROUP III.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
	Lake Shore and Michigan Southern Railway Company—Continued.				
851	Detroit and Chicago Railroad Company.....	62.31	.....	.....	.....
852	Detroit, Hillsdale and Southwestern Railroad Company.	65.20	.....	.....	.....
853	Detroit, Monroe and Toledo Railroad Company.	62.36	.....	.....	.....
854	Erie and Kalamazoo Railroad Company.....	.....	.....	.....	.....
855	Fort Wayne and Jackson Railroad Company...	97.83	.....	.....	.....
856	Jamestown and Franklin Railroad Company...	50.91	.....	.....	.....
857	Kalamazoo and White Pigeon Railroad Com- pany.	36.57	.....	.....	.....
858	Kalamazoo, Allegan and Grand Rapids Railroad Company.	58.42	.....	.....	.....
859	Mahoning Coal Railroad Company.....	50.20	.....	.....	.....
860	Northern Central Michigan Railroad Company.	61.14	.....	.....	.....
861	Oberlin and La Grange Railway Company.....	4.00	.....	.....	.....
862	Sturgis, Goshen and Saint Louis Railroad Com- pany.	28.28	.....	.....	.....
863	Swan Creek Railway Company.....	1.31	.....	.....	.....
864	Toledo and Ohio Northern Railway Company..	4.20	.....	.....	.....
865	New York, Chicago and St. Louis Railroad Company.	503.95	1.38	¹ 531.75	.88
866	Chicago and State Line Railroad Company....	² 9.96	.....	.....	.....
867	Pittsburgh and Lake Erie Railroad Company...	71.31	.....	³ 177.19	5.13
868	Beaver and Ellwood Railroad Company ⁴	2.91	.....	.....	.....
869	Mahoning State Line Railroad Company.....	3.16	.....	.....	.....
870	Pittsburgh, McKeesport and Youghiogheny Railroad Company.	³ 97.89	2.21	.....	.....
871	Youghiogheny Northern Railroad Company.	1.92	.....	.....	.....
872	Thompson Run Coal and Railroad Company..	5.00	5.00	.....	.....
873	Ellwood Connecting Railroad Company.....	.68	.....	.68	.68
874	Lakeside and Marblehead Railroad Company....	7.00	⁵ .35	7.00	⁵ .35
875	Lima Northern Railway Company.....	72.00	72.00	.....	.....
876	Louisville, Evansville and Saint Louis Consoli- dated Railroad Company.	⁶ 358.58	.....	⁷ 367.84	.....
877	Louisville, New Albany and Chicago Railway Company.	451.40	.....	537.11	.....
878	Bedford and Bloomfield Railroad Company....	41.40	.....	.....	.....
879	Orleans, West Baden and French Lick Springs Railroad Company.	17.70	.....	.....	.....
880	Louisville, New Albany and Corydon Railroad Company.	10.70	.....	10.70	.....
881	Lowell and Hastings Railroad Company.....	12.50	.....	12.50	.....
882	Mancelona and Northwestern Railroad Company.	9.00	1.00	9.00	1.00
883	Manistee and Grand Rapids Railroad Company...	42.18	12.50	31.52	3.59

¹ Includes 18.36 miles lying in Group VI.² Lies in Group VI.³ Includes 92.88 miles lying in Group II.⁴ Report for eleven months ending June 30, 1896.⁵ Decrease.⁶ Includes 148.73 miles lying in Group VI.⁷ Includes 151.84 miles lying in Group VI.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	851
Subsidiary road, fixed money rental. Leased Sept. 5, 1881, in perpetuity; annual rental, \$54,000, and \$500 for organization expenses.	852
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	853
Subsidiary road, other relation. Included in branches of L. Shore & Mich. Sn. Ry.....	854
Subsidiary road, contingent money rental. Leased Aug. 24, 1882, in perpetuity from Sept. 1, 1882; annual rental, 5½ per cent on preferred stock; should net earnings in any year, after Aug. 24, 1887, exceed 8 per cent on preferred stock, lessee will pay amount of such excess up to 2 per cent on common stock. Organization expenses, \$1,500.	855
Subsidiary road, contingent money rental. Leased Jan. 1, 1890, for 5 years; annual rental, 30 per cent of gross earnings, and all taxes, except those imposed by United States or State of Pennsylvania upon tonnage, dividends, or interest on bonds.	856
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	857
Subsidiary road, fixed money rental. Leased Sept. 21, 1869, for 999 years; annual rental, 6 per cent on capital stock and interest on bonds.	858
Subsidiary road, contingent money rental. Leased July 1, 1884, in perpetuity; annual rental, 40 per cent of gross earnings; if that is insufficient to pay interest on bonds, 5 per cent on preferred stock, and \$1,000 for corporate expenses, lessee will advance necessary amount and charge same against future rental.	859
Subsidiary road, other relation. Capital stock owned entirely by L. Shore & Mich. Sn. Ry....	860
Subsidiary road, contingent money rental. "Train service operated by L. Shore & Mich. Sn. Ry." under contract dated May 29, 1884, for 10 years. For such service the operating road receives pay at the rate of \$5 for each round trip of train, and collects \$1 per car for Oberlin & La Grange Ry. on each car of freight received. From any surplus over \$5 per round trip is deducted the interest on mortgage at rate of 6 per cent and balance paid to Oberlin & La Grange Ry.	861
Subsidiary road, other relation. Controlled through ownership of capital stock and bonds.....	862
Subsidiary road, other relation. Mileage included in sidings of L. Shore & Mich. Sn. Ry., and is used exclusively for switching purposes; entire capital stock owned by that company.	863
Subsidiary road. "Line owned" not in operation.....	864
Operating road, subsidiary, other relation. Controlled through ownership of capital stock. "Line operated" includes 7.84 miles owned by L. Shore & Mich. Sn. Ry.	865
Subsidiary road, fixed money rental. Leased in perpetuity to Ft. Way. & Ill. R. R.; annual rental, \$100, organization expenses up to \$500, all taxes, assessments, etc. Ft. Way. & Ill. R. R. merged into N. Y., Chic. & St. L. R. R., Aug. 18, 1887.	866
Operating road, subsidiary, other relation. Controlled through ownership of capital stock....	867
Subsidiary road, other relation. Leased Aug. 1, 1895, for one year, with option of continuation at end of each year, under a provisional agreement.	868
Subsidiary road, other relation. Leased Nov. 26, 1895, for 99 years; rental, annual taxes, maintenance, and assessments.	869
Subsidiary road, fixed money rental. Leased Jan. 1, 1894, for 999 years; Pittsb. & L. Erie R. R. and L. Shore & Mich. Sn. Ry. guarantee 6 per cent on capital stock and interest on bonds.	870
Subsidiary road, other relation. Leased for 50 years from Apr. 1, 1883; rental depends upon a provisional agreement.	871
Subsidiary road.....	872
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.	873
Operating road, independent.....	874
Independent road. "Line owned" not in operation.....	875
Operating road, independent. Of "line owned," 6.88 miles leased to E. St. L. Con. Ry. G. T. Jarvis, Receiver; appointed May 1, 1896.	876
Operating road, independent.....	877
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	878
do	879
Operating road, independent.....	880
do	881
Private logging road.....	882
Operating road, independent. Of "line owned," 10.66 miles not in operation	883

GROUP III.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		Miles.	Miles.	Miles.	Miles.
884	Manistee and Luther Railroad Company.....	63.00	.....	63.00	.....
885	Manistee and Northeastern Railroad Company...	90.50	¹ 3.50	90.50	¹ 3.50
886	Manufacturers Railway Company	.20	.20	.20	.20
887	Marietta, Hocking and Northern Railway Com- pany.	10.00	.....	10.00	.....
888	Mason and Oceana Railroad Company.....	27.00	.....	27.00	.....
889	Michigan Central Railroad Company.....	² 270.07	.....	³ 1,642.15	8.63
890	Battle Creek and Sturgis Railway Company....	41.00	.....	.....	.....
891	Bay City and Battle Creek Railway Company...	18.00	.....	.....	.....
892	Canada Southern Bridge Company.....	3.66	.....	.....	.....
893	Detroit and Bay City Railroad Company.....	155.00	.....	.....	.....
894	Detroit, Delray and Dearborn Railroad Company.	4.84	4.84	.....	.....
895	Grayling, Twin Lakes and Northeastern Rail- road company.	27.80	.....	.....	.....
896	Grand River Valley Railroad Company.....	83.79	.....	.....	.....
897	Jackson, Lansing and Saginaw Railroad Com- pany.	295.10	.....	.....	.....
898	Joliet and Northern Indiana Railroad Company.	⁴ 45.00	.....	.....	.....
899	Kalamazoo and South Haven Railroad Com- pany.	39.50	.....	.....	.....
900	Lansing Transit Railway Company.....	.77	¹ .01	.....	.....
901	Michigan Air Line Railroad Company.....	115.16	.....	.....	.....
902	Michigan Midland and Canada Railroad Com- pany.	14.68	.....	.....	.....
903	Saginaw Bay and Northwestern Railroad Com- pany.	82.79	2.66	.....	.....
904	Toledo, Canada Southern and Detroit Rail- way Company.	55.87	.....	.....	.....
905	Toledo and Michigan Belt Railroad Company.	3.05	.....	.....	.....
906	Middletown and Cincinnati Railroad Company...	15.44	.44	15.44	.44
907	Midland and Northern Railway Company.....	10.00	.....	10.00	.....
908	Millersburg, Ashland and Greenwich Railroad Company.	7.00	.....	7.00	.....
909	New Castle and Butler Railroad Company.....	2.50	.....	2.50	.....
470	New York Central and Hudson River Railroad Company: ⁵	.....	.....	.....	.....
910	Dunkirk, Allegheny Valley and Pittsburg Rail- road Company.	90.60	.....	90.60	.....
911	Titusville, Cambridge and Lake Erie Rail- road Company.	⁶ 1.00	.....	⁶ 1.00	.....
912	Norfolk and Western Railroad Company ⁷	135.75	.....	139.62	.....
	[Line north of Ohio River.]	.....	.....	.....	.....
913	Columbus Connecting and Terminal Railroad Company.	3.51	.....	.....	.....

¹ Decrease.³ Includes 49.07 miles lying in Group VI.⁵ Inserted to show relation of two roads following.⁷ See page 250, No. 912, for totals covering entire road.² Includes 6.07 miles lying in Group VI.⁴ Includes 29.00 miles lying in Group VI.⁶ Unofficial figures.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6		
Remarks.		No.
Operating road, independent. Engaged principally in hauling logs.....		884
Operating road, independent.....		885
do		886
do		887
Operating road, independent. Owned by Butters & Peters Salt and Lum. Co.....		888
Operating road, independent. Of "line operated," 380.04 miles not in United States.....		889
Subsidiary road, fixed money rental. Rental, interest on bonds, operating expenses, and taxes. The Mich. Cent. R. R. also owns a majority of capital stock. Of "line owned," 7.20 miles operated by L. Shore & Mich. Sn. Ry., with Sturgis, Goshen & St. L. Ry.		890
Subsidiary road, fixed money rental. Agreement dated Feb. 1, 1890, in perpetuity; rental, interest on bonds, and taxes.		891
Subsidiary road, contingent money rental. Operated under agreement dated Dec. 12, 1882, for 21 years, with Can. Sn. Ry., which owns substantially all its capital stock and bonds, the bridge company being credited with its earnings and charged with its expenses.		892
Subsidiary road, other relation. Under a contract dated Mar. 10, 1881, the Det. & Bay Cy. R. R. gave entire possession and control of its railroad and property to the Mich. Cent. R. R., which agreed to operate the same during its corporate existence. By this contract the lessee was authorized to issue and did issue its bonds to the amount of \$4,000,000, bearing interest at 5 per cent, and maturing 50 years from Mar. 1, 1881. To secure the payment of said bonds both said companies joined in the execution of a mortgage upon all the railroad property and franchises of the Det. & Bay Cy. R. R.		893
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....		894
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....		895
Subsidiary road, fixed money rental. Leased Jan. 20, 1870, to continue during the corporate existence of lessor; lessee guarantees floating and funded debt of lessor, interest thereon, 5 per cent per annum on stock, taxes, assessments, etc.		896
Subsidiary road, fixed money rental. Leased Sept. 1, 1871, during corporate existence of the two companies; lessee pays principal and interest on bonds of lessor and a dividend of 3½ per cent per annum, also \$750 per annum for organization purposes.		897
Subsidiary road, fixed money rental. Operated under contracts executed Sept. 7 and 26, 1854; on completion turned over to Mich. Cent. R. R. to operate forever at an annual rental of \$89,000.		898
Subsidiary road, fixed money rental. Leased July 1, 1870, in perpetuity; lessee to pay taxes and interest on bonds.		899
Subsidiary road, fixed money rental. Leased Feb. 18, 1888, for 99 years from Sept. 15, 1887; rental, \$1.00 per annum. Used for switching purposes by Mich. Cent. R. R.		900
Subsidiary road, fixed money rental. Leased Jan. 1, 1870, for 999 years, lessee guaranteeing principal and interest on bonds.		901
Subsidiary road, other relation. Operated under agreement dated Dec. 12, 1882, for 21 years, with Can. Sn. Ry., which owns a majority of its capital stock and all its bonds, Mich. Midl. & Can. R. R. being credited with its earnings and charged with its expenses.		902
Subsidiary road, other relation. Controlled through ownership of capital stock.....		903
Subsidiary road, other relation. Operated under agreement dated Dec. 12, 1882, for 21 years, with the Can. Sn. Ry., which owns substantially all its capital stock and bonds, Tol., Can. Sn. & Det. Ry. being credited with its earnings and charged with its expenses.		904
Subsidiary road, other relation. Tol., Can. Sn. & Det. Ry. owns entire capital stock.....		905
Operating road, independent.....		906
Private logging road.....		907
Operating road, independent.....		908
do		909
		470
Operating road, subsidiary, fixed money rental. Leased Dec. 1, 1872, for 501 years; annual rental, 7 per cent interest on bonds, 1½ per cent dividends on capital stock.		910
Operating road, subsidiary. Used as a siding by Dunk., Allegh. Vy. & Pittsb. R. R.....		911
Operating road, independent. T. J. Kimball and Henry Fink, Receivers; appointed Feb. 6, 1895.		912
Subsidiary road, fixed money rental. Leased May 4, 1892, for 999 years; rental, principal and interest on \$600,000 bonds, 6 per cent dividend on capital stock, organization expenses, and taxes.		913

GROUP III.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
914	Northwestern Monroe Railway Company.....	2.50	.....	2.50	.....
915	Northern Indiana Railroad Company.....	1.00	.....	1.00	.....
916	Ohio Southern Railroad Company.....	265.63	2.49	265.63	2.49
917	Pennsylvania Company.....	.....	.....	¹ 1,225.17	.....
918	Calumet River Railway Company.....	² 4.43	.....	.....	.....
919	Cleveland and Pittsburgh Railroad Company...	198.34	.....	.....	.....
920	Erie and Pittsburgh Railroad Company.....	84.47	.....	.....	.....
921	Indianapolis and Vincennes Railroad Company.	133.11	.....	.....	.....
922	Marginal Railroad Company.....	2.96	.....	.....	.....
923	Pittsburgh, Fort Wayne and Chicago Railway Company.	³ 469.89	.....	.....	.....
924	Massillon and Cleveland Railroad Company..	12.23	.....	.....	.....
925	New Castle and Beaver Valley Railroad Com- pany.	14.98	.....	.....	.....
926	Pittsburgh, Ohio Valley and Cincinnati Rail- road Company.	15.27	.....	.....	.....
927	Pittsburgh, Youngstown and Ashtabula Rail- road Company.	125.09	.....	.....	.....
928	Rochester, Beaver Falls and Western Railway Company.	.55	.....	.....	.....
929	South Chicago and Southern Railroad Company.	² 10.25	.....	.....	.....
930	State Line and Indiana City Railway Company.	7.56	.06	.....	.....
931	Salineville Railroad Company.....	3.07	.....	.....	.....
932	Toledo, Walhonding Valley and Ohio Railroad Company.	125.40	.....	.....	.....
933	Rolling Mill Railroad Company.....	.71	.....	.....	.....
934	Cincinnati and Muskingum Valley Railway Company.	148.45	.....	148.45	.....
935	Cleveland and Marietta Railway Company.....	97.00	.....	104.70	.....
936	Grand Rapids and Indiana Railroad Company..	436.32	.....	592.23	.01
937	Cincinnati, Richmond and Fort Wayne Rail- road Company.	85.60	.....	.....	.....
938	Muskegon, Grand Rapids and Indiana Rail- road Company.	36.85	.....	.....	.....
939	Traverse City Railroad Company.....	26.00	.....	.....	.....
940	Pittsburgh, Cincinnati, Chicago and Saint Louis Railway Company.	⁴ 1,073.78	.....	⁵ 1,402.62	.....
941	Chartiers Railway Company.....	22.76	.....	.....	.....
942	Chartiers Connecting Railroad Company...	.72	.....	.....	.....

¹ Includes 31.00 miles lying in Group VI.² Lies in Group VI.³ Includes 16.32 miles lying in Group VI.⁴ Includes 27.99 miles lying in Group VI; excludes one-half of the mileage, 33.02, between Newark, Ohio, and Columbus, Ohio, owned jointly with Cent. Ohio R. R.⁵ Includes 4.04 miles lying in Group II, 2.37 miles lying in Group V, and 30.34 miles lying in Group VI.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent.....	914
do.....	915
Operating road, independent. Joseph R. Megrue and N. E. Matthews, Receivers; appointed Aug. 17, 1895.	916
Operating road, independent.....	917
Subsidiary road, other relation. Controlled through ownership of majority of capital stock...	918
Subsidiary road, fixed money rental. Leased to Pennsylvania R. R., Dec. 1, 1871, for 999 years; lessee guarantees principal, interest, and sinking-fund charges on bonds, 7 per cent on capital stock, \$10,000 for organization annually, taxes, assessments, etc.; lease transferred to Pennsylvania Co., Apr. 14, 1873.	919
Subsidiary road, fixed money rental. Leased to Pennsylvania R. R., Mar. 1, 1870, for 999 years; annual rental, 7 per cent on capital stock and bonds, \$2,500 for organization expenses, and taxes; lease transferred to Pennsylvania Co., Apr. 1, 1871.	920
Subsidiary road, contingent money rental. Leased Jan. 1, 1879, for 99 years; lessee agrees to operate and maintain road for cost of such service; net earnings paid to lessor to be applied to payment of interest on bonds. Majority of capital stock owned by lessee.	921
Subsidiary road, other relation. Branch line connecting certain industries in Beaver Falls, Pa., with main line of Pittsb., Ft. Wayne & Chic. Ry., and is operated by this company in connection with that road. It is not an organized company.	922
Subsidiary road, fixed money rental. Leased July 1, 1869, for 999 years, to Pennsylvania R. R.; annual rental, interest on bonds, sinking fund, 7 per cent on capital stock, organization expenses, and taxes. Pennsylvania Co. acts as agent or operator for lessee company.	923
Subsidiary road, contingent money rental. Leased May 22, 1869, for 99 years, at a rental of 40 per cent of gross earnings, minimum being fixed at \$20,000 a year; lease transferred to Pennsylvania Co., July 1, 1869.	924
Subsidiary road, contingent money rental. Leased June 29, 1865, for 99 years, at a rental of 40 per cent of gross earnings; lease assigned to Pennsylvania R. R., June 7, 1869, and by the latter to Pennsylvania Co., June 29, 1874, to take effect as of date Apr. 1, 1871.	925
Subsidiary road, other relation. Operated by the Pennsylvania Co. for cost of such service. Controlled through ownership of majority of capital stock.	926
Subsidiary road, contingent money rental. Leased Aug. 1, 1887, for 1 year, and thereafter from year to year subject to termination on 12 months' written notice from either party; operated by lessee at cost. Majority of capital stock held by lessee since July 20, 1887.	927
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	928
Subsidiary road, other relation. No contract; operated at cost under a provisional arrangement. Pennsylvania Co. controls the road through ownership of entire capital stock.	929
do.....	930
Subsidiary road, other relation. Operated by Pennsylvania Co. for Wm. Jackson, Trustee.....	931
Subsidiary road, contingent money rental. Leased Jan. 17, 1879, for 99 years; lessee agrees to operate and maintain road for cost of such service. Pennsylvania Co. controls road through ownership of capital stock.	932
Subsidiary road, other relation. Controlled through ownership of capital stock.....	933
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	934
do.....	935
Operating road, subsidiary, other relation. Controlled by virtue of a contract in effect from Oct. 1, 1869, for 30 years, under which Pennsylvania Co. guarantees certain of its first-mortgage land-grant bonds. Road sold June 10, 1896, under foreclosure to John C. Sims, who operated road from that date to Aug. 1, 1896, pending formation of new company.	936
Subsidiary road, contingent money rental. Leased Jan. 1, 1871, for 99 years; rental, net earnings. Bond interest guaranteed by Pennsylvania Co., Pittsb., Cin., Chic. & St. L., and Gr. Rap. & Ind. R. Rs., each one-third of any deficiency of net earnings to pay coupons.	937
Subsidiary road, contingent money rental. Leased Dec. 1, 1886, for 99 years; rental, net earnings, with a minimum guarantee of interest on bonds or \$37,500 per annum.	938
Subsidiary road, contingent money rental. Leased Jan. 1, 1883, for 50 years; rental, net earnings, with a minimum guarantee of interest on bonds or \$7,500 per annum.	939
Operating road, subsidiary, other relation. Controlled through ownership of capital stock and bonds.	940
Subsidiary road, contingent money rental. Leased Dec. 8, 1871, for 99 years from Jan. 1, 1872; rental, net earnings.	941
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	942

GROUP III.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June, 30 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
	Pennsylvania Company—Continued. Pittsburg, Cincinnati, Chicago and Saint Louis Railway Company—Continued.				
943	Englewood Connecting Railway Company....	¹ 2.35	.....	.....	.....
944	Little Miami Railroad Company.....	101.50	.....	.....	.....
945	Columbus and Xenia Railroad Company....	55.00	.....	.....	.....
946	Dayton and Western Railroad Company....	37.99	.....	.....	.....
947	Ohio Connecting Railway Company	3.27	.....	.....	.....
948	Pittsburgh, Wheeling and Kentucky Rail- road Company.	² 28.04	.....	.....	.....
949	Steubenville Extension of Pennsylvania Rail- road Company.	1.23	.....	.....	.....
950	Newport and Cincinnati Bridge Company	³ .73	.....	³ .73	.....
951	Pittsburgh, Chartiers and Youghiogheny Railway Company.	15.74	.....	17.14	.....
952	Pittsburgh and Castle Shannon Railroad Com- pany.	6.50	.....	6.50	.....
953	Pittsburgh and Moon Run Railroad Company....	5.00	.....	5.00	.....
954	Pittsburgh Junction Railroad Company.....	6.87	.....	6.87	.....
955	Pittsburgh, Lisbon and Western Railway Com- pany. ⁴	28.00	28.00	28.00	28.00
956	Pittsburgh, Shenango and Lake Erie Railroad Company.	151.46	.....	187.11	.....
957	Meadville, Conneaut Lake and Linesville Rail- road Company.	23.90	.....	.....	.....
958	Pontiac, Oxford and Northern Railroad Company.	100.59	.39	100.59	.39
959	Saginaw, Tuscola and Huron Railroad Company..	66.57	.....	66.57	.....
960	Saint Clairsville and Northern Railway Company.	3.60	.....	3.60	.....
961	Saint Joseph Valley Railway Company.....	⁵ 11.00	.....	⁵ 11.00	11.00
962	Salem Railroad Company.....	6.92	.....	6.92	.....
963	South Haven and Eastern Railroad Company.....	36.60	⁶ .40	36.60	⁶ .40
964	Terre Haute and Indianapolis Railroad Company ⁷ . [Line in Indiana.]	105.86	⁶ 7.50	327.85	.....
965	Indiana and Lake Michigan Railway Company.	39.29	.....	.....	.....
966	Terre Haute and Logansport Railroad Company.	159.70	.20	.....	.....
967	Tionesta Valley Railway Company.....	62.50	7.75	62.50	7.75
968	Tionesta Valley and Hickory Railway Company..	5.00	.....	5.00	.....
969	Tionesta Valley and Salmon Creek Railway Com- pany.	6.00	.....	6.00	.....
970	Toledo and Ohio Central Railway Company.....	334.88	⁶ .94	371.44	4.66
971	Kanawha and Michigan Railway Company ⁸ [Line north of Ohio River.]	69.15	⁶ .15	76.68	.....

¹ Lies in Group VI.³ Includes .54 mile lying in Group V.⁵ Unofficial figures.⁷ See page 250, No. 964, for totals covering entire road.⁸ See page 250, No. 971, for totals covering entire road.² Includes 4.04 miles lying in Group II.⁴ Report for two months ending June 30, 1896.⁶ Decrease.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Subsidiary road, other relation. Operated and maintained at cost, any surplus earnings paid to lessor; controlled through ownership of entire capital stock.	943
Subsidiary road, fixed money rental. Leased Dec. 1, 1869, for 99 years, renewable forever; annual rental, 8 per cent on capital stock, interest on bonds, and organization expenses.	944
Subsidiary road, fixed money rental. Leased Nov. 30, 1868, for 99 years, renewable forever; annual rental, 8 per cent on capital stock, interest on bonds; included in lease of Little Miami R. R. to Pennsylvania Co.	945
Subsidiary road, fixed money rental. Leased Dec. 1, 1869, for 99 years, renewable forever; rental, interest on bonds; included in lease of Little Miami R. R. to Pennsylvania Co.	946
Subsidiary road, contingent money rental. Operated at cost since Oct. 20, 1890; net earnings paid to lessor. The Pennsylvania Co. has controlled road through ownership of entire capital stock since organization, Nov. 22, 1886.	947
Subsidiary road, contingent money rental. Leased Feb. 25, 1878, for 99 years; lessee operates the road at cost and pays net earnings to lessor.	948
Subsidiary road, fixed money rental. There is no corporation known as the Steubenville Extension R. R. Company. The piece of road called the Steubenville Extension, virtually owned by the Pennsylvania Co., was built by the Pennsylvania R. R. Co., and upon the organization of the Pennsylvania Co. in 1871, the latter leased this piece of road for 999 years, paying for the lease a sum equivalent to cost of construction. In 1876 it was subleased for a term of 25 years to the Pittsb., Cin. & St. L. Ry., now the Pittsb., Cin., Chic. & St. L. Ry., at an annual interest rental based upon the original cost.	949
Operating road, subsidiary, other relation. The Pittsb., Cin., Chic. & St. L. Ry. operates the bridge for the Newpt. & Cin. Bridge Co. (used by Louisv. & Nashv. R. R. under trackage arrangement); Pennsylvania Co. owns majority of capital stock.	950
Operating road, subsidiary, other relation. Controlled jointly by the Pittsb., Cin., Chic. & St. L. Ry. and Pittsb. & L. Erie R. R. through joint ownership of entire capital stock, as per agreement dated Jan. 25, 1892.	951
Operating road, independent.....	952
do.....	953
do.....	954
Operating road, independent. "Line owned" and "line operated" include 3 miles of line, built by various parties who are owners of coal mines in vicinity.	955
Operating road, independent.....	956
Subsidiary road, contingent money rental. Leased July 1, 1891, for 99 years; rental, 25 per cent of gross earnings and interest on bonds.	957
Operating road, independent.....	958
do.....	959
Operating road, independent. Operated by the St. Clairsville Co.....	960
Operating road, independent.....	961
Operating road, independent. Operated by a Board of Trustees, and is owned by the city of Salem.	962
Operating road, independent.....	963
Operating road, independent. "Line operated" includes 23.00 miles leased from Evansv. & T. Haute R. R., through T. Haute & Logansport R. R.	964
Subsidiary road, contingent money rental. Leased Jan., 1890, for 99 years. Lessee to retain 75 per cent of gross earnings, the remaining 25 per cent to be applied to taxes, interest on bonds, and organization expenses.	965
Subsidiary road, contingent money rental. Line from Terre Haute to Logansport, Ind., leased Dec. 1, 1879, for 99 years; line from Logansport to South Bend, Ind., leased June 21, 1883, for 99 years; lessee to retain 75 per cent of gross earnings and pay from remaining 25 per cent all taxes, interest on bonds, rental to Evansv. & T. Haute R. R., and organization expenses of lessor; any surplus to be paid lessor.	966
Operating road, independent.....	967
do.....	968
do.....	969
do.....	970
Operating road, subsidiary, other relation. Of "line owned," 11.17 miles not in operation.....	971

GROUP III.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1	2	3	4	5
	Name of road.	LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by comparison with June 30, 1895.	Length.	Increase as shown by comparison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
972	Toledo and Ohio Central Extension Railroad Company.	49.00	.....	53.00	.....
973	Toledo, Saint Louis and Kansas City Railroad Company. ¹	271.23	.....	271.23	.....
	[Line in Indiana and Ohio.]				
974	Toledo Southeastern Railway Company ²	1.25	.25	1.25	.25
975	Traverse Bay and Copper Range Railroad Company.	7.50	.17	7.50	.17
976	Union Railroad, Elevator and Transportation Company.	1.00	.....	1.00	.....
977	United Terminal Railway Company.....	.23	.23	.23	.23
978	Wabash Railroad Company ³	502.10	.....	630.90	.....
	[Line east of Danville, Illinois.]				
979	Attica, Covington and Southern Railroad Company.	14.80	.....		
980	Eel River Railroad Company	94.20	.....		
981	Lafayette Union Railway Company.....	6.50	.....		
982	Peru and Detroit Railway Company	9.30	.....		
983	Wheeling and Lake Erie Railway Company.....	242.78	.....	246.98	.....
984	Greenville and North Lawrence Railroad Company.	⁴ 2.00	.....		
985	Toledo Belt Railway Company.....	4.20	.....		
986	Zanesville and Ohio River Railway Company.....	76.61	.85	78.83	.85

¹ See page 250, No. 973, for totals covering entire road.² Report for period, August 12, 1895 to June 30, 1896.³ See page 250, No. 978, for totals covering entire road.⁴ Unofficial figures.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent. T. D. Dale, Receiver; appointed Nov. 10, 1893	972
Operating road, independent. R. B. F. Pierce, Receiver; appointed May 22, 1893	973
Operating road, independent.....	974
Private road. Owned by Charles Hebard & Son.....	975
Operating road, independent.....	976
do	977
do	978
Subsidiary road, other relation. Operated for account of the purchasing committee of the Wabash, St. L. and Pac. Ry.	979
Subsidiary road, fixed money rental. Leased Oct. 6, 1887, for 99 years from Apr. 1, 1887; lease renewable in like periods forever; annual rental, \$60,000 for first 5 years, \$75,000 for next 3 years, and \$90,000 thereafter; also \$500 yearly for organization expenses.	980
Subsidiary road, contingent money rental. Agreement dated May 22, 1893, to run 3 years, and thereafter terminable at one year's written notice from either party. "Wabash R. R. to pay fifty cents per loaded car between points on La Fayette Un. Ry. and between junctions with connecting roads upon which it receives a switching revenue of three dollars per car up to one thousand loaded cars per annum, and any excess over one thousand cars, seventy-five cents per car."	981
Subsidiary road, fixed money rental. Leased Dec. 1, 1890, for 999 years; rental, interest on bonds and taxes. Wabash R. R. built .20 mile, for which materials were furnished by Peru & Det. Ry.	982
Operating road, independent.....	983
Subsidiary road, other relation	984
Subsidiary road, other relation. Controlled through ownership of entire capital stock. Lessee guarantees interest on bonds.	985
Operating road, independent. J. Hope Sutor, Receiver; appointed July 20, 1892	986

184 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP IV.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		Miles.	Miles.	Miles.	Miles.
	Total—Group IV	11, 286. 40	168. 89		
987	Aberdeen and Rockfish Railroad Company.....	15. 50	. 50	15. 50	
988	Aberdeen and West End Railroad Company.....	40. 50	15. 75	40. 50	15. 75
989	Alexander and Rich Mountain Railroad Company.....	22. 00	7. 00	22. 00	7. 00
990	Atlantic and Danville Railway Company.....	276. 66	¹ 3. 00	278. 16	¹ 3. 00
991	Atlantic and North Carolina Railroad Company..	95. 00		95. 00	
992	Atlantic Coast Line Association.....	1, 203. 33	¹ 38. 49	1, 493. 56	11. 70
993	Cheraw and Darlington Railroad Company.....				
994	Florence Railroad Company.....				
995	Manchester and Augusta Railroad Company.....				
996	Norfolk and Carolina Railroad Company.....				
997	Northeastern Railroad Company of South Caro- lina.				
998	Central Railroad Company of South Carolina.	41. 71			
999	Petersburg Railroad Company.....				
1000	Richmond and Petersburg Railroad Company..				
1001	Wilmington and Weldon Railroad Company.....				
1002	Wilmington, Columbia and Augusta Railroad Company.	246. 52	50. 19		
1003	Wilson and Fayetteville Railroad Company.....				
1004	Wilson and Summerton Railroad Company.....				
1005	Columbia, Newberry and Laurens Railroad Company.	75. 00	11. 50	75. 00	11. 50
171	Baltimore and Ohio Railroad Company ² [Line south of Harpers Ferry, West Vir- ginia.]			101. 38	
1006	Fairmont Belt Railroad Company.....	³ . 50			
1007	Winchester and Potomac Railroad Company...	32. 00			
1008	Winchester and Strasburg Railroad Company..	20. 38			
1009	West Virginia and Pittsburgh Railroad Com- pany.	157. 98		159. 38	
1010	Big Stone Gap and Powell's Valley Railway Company.	4. 50		4. 50	
1011	Big Stony Railway Company	11. 00	11. 00		
1012	Blue Ridge Railroad Company.....	34. 20		34. 20	
1013	Branchville and Bowman Railroad Company.....	10. 50		10. 50	
1014	Bunyon Logging Railroad Company.....	7. 00	7. 00	7. 00	7. 00
1015	Burts Railroad Company.....	8. 00	8. 00	8. 00	8. 00
1016	Cairo and Kanawha Valley Railroad Company....	17. 00		17. 00	
1017	Caldwell and Northern Railroad Company.....	10. 60	2. 23	10. 60	2. 23
1018	Cannelton Railroad Company.....	1. 50		1. 50	
1019	Cape Fear and Yadkin Valley Railway Company..	331. 24	2. 12	341. 74	2. 12
1020	South Carolina Pacific Railway Company.....	10. 50			
1021	Carolina, Cumberland Gap and Chicago Railroad Company.	24. 00		24. 00	24. 00
1022	Carolina, Knoxville and Western Railway Com- pany.	15. 00		15. 00	
1023	Carthage Railroad Company.....	10. 00		10. 00	
1024	Cashie and Chowan Railroad and Lumber Com- pany.	29. 00		29. 00	
1025	Charleston, Clendennin and Sutton Railroad Com- pany.	50. 80	22. 80	50. 80	30. 80
1026	Cheraw and Chester Railroad Company.....	³ 28. 60		³ 28. 60	

¹ Decrease.² See page 250, No. 171, for totals covering entire road.³ Unofficial figures.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent.....	987
do.....	988
Operating road, independent. Logging road, operating in connection with the Alexander Lumber Co., Alexander, W. Va.	989
Operating road, independent.....	990
do.....	991
do.....	992
Subsidiary road, other relation. Mileage included in that of Atl. Coast Line Assn.....	993
do.....	994
do.....	995
do.....	996
do.....	997
Subsidiary road, fixed money rental. Leased Nov. 29, 1881, to N. En. R. R. of S. Car. and Wilm., Col. & Aug. R. Rs., for 99 years, at an annual rental of \$31,000.	998
Subsidiary road, other relation. Mileage included in that of Atl. Coast Line Assn.....	999
do.....	1000
do.....	1001
Subsidiary road, fixed money rental. Leased June 8, 1885, for 99 years, to Wilm. & Weldon R. R.; rental, 6 per cent on capital stock and interest on bonds.	1002
Subsidiary road, other relation. Mileage included in that of Atl. Coast Line Assn.....	1003
do.....	1004
Operating road, subsidiary, other relation.....	1005
Operating road, independent. "Line operated" includes 49 miles owned by Va. Midl. Ry. J. K. Cowen and O. G. Murray, Receivers; appointed Mar. 1, 1896.	171
Subsidiary road, other relation. Operated as a switch by Balt. & Ohio R. R. at Fairmont, W. Va.	1006
Subsidiary road, fixed money rental. Leased in 1867, nominally, for 20 years; renewable forever, at a fixed rental of \$27,000 per annum.	1007
Subsidiary road, fixed money rental. Leased July 1, 1870, for 17 years; lease amended July 1, 1887; rental, 4 per cent on \$74,600 capital stock.	1008
Operating road, subsidiary, contingent money rental. On Feb. 7, 1890, the W. Va. & Pittsb. R. R. in operation, and to be constructed, was leased to the Balt. & Ohio R. R. for a period of 999 years from the first day of Jan., 1890, for a percentage of gross earnings (subject to periodical adjustment by agreement or by arbitration) and a guarantee of interest charges on the first-mortgage bonds of W. Va. & Pittsb. R. R. The Balt. & Ohio R. R. has not yet taken possession of the road to operate it.	1009
Operating road, independent.....	1010
Independent road. "Line owned" not in operation.....	1011
Operating road, independent. H. C. Beattie, Receiver; appointed Dec. 6, 1894.....	1012
Operating road, independent.....	1013
Private lumber road. Operated in connection with John L. Roper's Lumber Co.....	1014
do.....	1015
Operating road, independent.....	1016
do.....	1017
Private road. Operated by the Cannelton Coal Co.....	1018
Operating road, independent. John Gill, Receiver; appointed Mar. 31, 1894.....	1019
Subsidiary road, fixed money rental. Leased Jan. 8, 1885, for 30 years; lessee pays interest on bonds, taxes, and other expenses.	1020
Operating road, independent.....	1021
Operating road, independent. H. C. Beattie, Receiver; appointed May 27, 1891.....	1022
Operating road, independent. Leased by W. C. Petty, June 1, 1890, for 97 years, and operated by him.	1023
Private logging road.....	1024
Operating road, independent.....	1025
Operating road, independent. W. H. Hardin, Receiver; appointed Dec. 8, 1893.....	1026

GROUP IV.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2		3		4		5	
		LINE OWNED.		LINE OPERATED.					
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
1027	Chesapeake and Ohio Railway Company ¹ [Line east of Huntington, West Virginia.]	894.99	.....	988.49	.....				
1028	Chesapeake and Western Railroad Company.....	26.67	25.67	27.00	27.00				
1029	Chester and Lenoir Narrow Gauge Railroad Com- pany.	99.40	.10	109.30	.....				
1030	Clendenin and Spencer Railroad Company.....	² 35.00	.....	² 35.00	.....				
1031	Coinjock Railroad Company.....	4.00	4.00	4.00	4.00				
1032	Dry Fork Railroad Company.....	30.00	.....	30.00	.....				
1033	East Shore Terminal Company.....	5.02	.....	5.02	.....				
1034	Farmville and Powhatan Railroad Company.....	93.00	.....	93.00	.....				
1035	Georgetown and Western Railroad Company.....	36.00	.....	36.00	.....				
1036	Glendon and Gulf Railroad Company.....	10.00	1.00	10.00	1.00				
1037	Glenn Springs Railroad Company.....	10.00	1.50	16.00	1.50				
1038	Greenwood, Anderson and Western Railway Com- pany. ³	.....	.....	55.00	55.00				
1039	Carolina Midland Railway Company ⁴	55.00	.....	.....	.....				
1040	Hampton and Branchville Railroad Company.....	20.00	.....	20.00	.....				
1041	Hendersonville and Brevard Railway Company ⁵	21.60	21.60	21.60	21.60				
1042	Hoffman and Troy Railroad Company.....	² 3.50	.....	² 3.50	.....				
1043	Holly River Company's Railroad.....	² 15.00	.....	² 15.00	.....				
1044	J. L. Rumberger Lumber Company's Railroad.....	11.00	11.00	11.00	11.00				
1045	Juniper Swamp Railroad Company.....	8.00	8.00	8.00	8.00				
1046	Kanawha and Coal River Railway Company.....	12.00	.....	.....	.....				
1047	Kelly's Creek Railroad Company.....	8.75	8.75	8.75	8.75				
1048	Laurel Fork and Sand Hill Railroad Company.....	4.50	.....	4.50	.....				
1049	Laurel River and Hot Springs Railroad Company.....	2.50	.....	.....	.....				
1050	Milton and Sutherlin Railroad Company.....	² 6.50	.....	.....	.....				
1051	Moore County Railroad Company.....	12.50	.....	12.50	.....				
1052	New Hanover Transit Company's Railroad.....	3.75	.....	3.75	.....				
1053	Norfolk and Ocean View Railroad and Hotel Com- pany.	8.10	⁶ .96	8.10	⁶ .96				
1054	Norfolk and Southern Railroad Company.....	106.84	.68	106.84	.68				
912	Norfolk and Western Railroad Company ⁷ [Line south of Ohio River.]	⁸ 1,191.91	.66	⁸ 1,431.09	.66				
1055	Lynchburg and Durham Railroad Company.....	115.09	.....	.....	.....				
1056	Roanoke and Southern Railway Company.....	124.09	.....	.....	.....				
1057	Norfolk, Virginia Beach and Southern Railroad Company.	17.90	17.90	17.90	17.90				
1058	Northampton and Hertford Railroad Company....	9.00	.....	9.00	.....				
1059	Ohio River Railroad Company.....	⁹ 208.66	.....	⁹ 223.58	.....				
1060	Huntington and Big Sandy Railroad Company..	10.92	.....	.....	.....				
1061	Ravenswood, Spencer and Glenville Railway Company.	32.50	⁶ .50	32.50	² .50				
1062	Ohio River and Charleston Railway Company....	¹⁰ 206.61	1.93	¹⁰ 206.61	1.93				
1063	Panther Railroad Company.....	13.00	10.50	13.00	10.50				
1064	Pennsboro and Harrisville Ritchie County Rail- way Company.	9.00	.....	9.00	.....				
1065	Petersburg and Asylum Railroad Company.....	3.37	.....	3.37	.....				
1066	Port Royal and Augusta Railway Company.....	¹¹ 112.10	.....	¹¹ 112.10	.....				
1067	Port Royal and Western Carolina Railway Com- pany.	¹² 227.15	.....	¹² 227.15	.....				
1068	Porters Creek and Gauley Railroad Company.....	8.50	8.50	8.50	8.50				
1069	Potomac, Fredericksburg and Piedmont Railroad Company.	38.00	.....	38.00	.....				

¹ See page 250, No. 1027, for totals covering entire road. ² Unofficial figures.³ Report for period, January 15 to June 30, 1896.⁴ Report for period, July 1, 1895 to January 14, 1896.⁵ Report for eight months ending June 30, 1896.⁷ See page 250, No. 912, for totals covering entire road.⁸ Includes 15.58 miles lying in Group II, and .29 mile lying in Group V.⁹ Includes 90.00 miles lying in Group II.¹¹ Includes 4.10 miles lying in Group V.⁶ Decrease.¹⁰ Includes 32.34 miles lying in Group V.¹² Includes 16.38 miles lying in Group V.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6		No.
Remarks.		
Operating road, independent. Of "line operated," 9 miles owned by the Va. Midl. Ry.....		1027
Operating road, independent.....		1028
Operating road, independent. G. W. F. Harper, Receiver; appointed Jan. 18, 1896		1029
Operating road, independent. Owned and operated by W. S. Lewis.....		1030
Private logging road. Operated in connection with John L. Roper's Lumber Co.....		1031
Operating road, independent.....		1032
Operating road, independent. W. E. Huger, Receiver; appointed Jan. 14, 1896		1033
Operating road, independent.....		1034
do.....		1035
do.....		1036
do.....		1037
do.....		1038
Subsidiary road, fixed money rental. Leased Jan. 15, 1896, for 10 years; rental, \$20,000 for the first year and \$25,000 thereafter.		1039
Operating road, independent.....		1040
do.....		1041
Private lumber road. Connects with Ral. & Aug. R. R. at Hoffman, N. C.....		1042
Private logging road. A. H. Winchester, Receiver; appointed Jan. 30, 1895.....		1043
Private logging road.....		1044
Private logging road. Operated in connection with John L. Roper's Lumber Co.....		1045
Independent road. "Line owned " not in operation.....		1046
Private road		1047
Operating road, independent.....		1048
Private road. "Line owned " not in operation		1049
Independent road. "Line owned " not in operation.....		1050
Operating road, independent.....		1051
Operating road, independent. Operated three months during the summer.....		1052
Operating road, independent. Motive power electricity. O. E. Smith, Receiver; appointed Feb. 21, 1896.		1053
Operating road, independent.....		1054
Operating road, independent. T. J. Kimball and Henry Fink, Receivers; appointed Feb. 6, 1895.		912
Subsidiary road, contingent money rental. Leased Mar. 1, 1893, for 999 years. Lessee collects all revenue accruing from operation of lessor road, applying the same to payment of interest on bonds, maintenance, and taxes; any balance remaining paid to lessor company.		1055
Subsidiary road, contingent money rental. Leased Mar. 1, 1892, for 999 years. Lessee collects all revenue accruing from operation of lessor road, applying the same to payment of interest on bonds, maintenance, and taxes; any balance remaining paid to lessor company.		1056
Operating road, independent.....		1057
Operating road, independent.....		1058
do.....		1059
Subsidiary road, fixed money rental. Leased Sept. 1, 1892, for 999 years; rental, 6 per cent interest on bonds. Any surplus from operation retained by lessee.		1060
Operating road, subsidiary.....		1061
Operating road, independent		1062
Private logging road		1063
Operating road, independent.....		1064
Operating road, independent. Robt. Gilliam, Receiver; appointed Feb. 7, 1894.....		1065
Operating road, independent. John H. Averill, Receiver; appointed Apr. 25, 1893.....		1066
Operating road, independent. John B. Cleveland, Receiver; appointed June 5, 1893.....		1067
Operating road, independent		1068
do.....		1069

GROUP IV.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
1070	Powellton and Pocahontas Railway Company.....	7.80	.....	7.80	.....
1071	Raleigh and Western Railway Company.....	1.50	.....	.....	.....
1072	Egypt Railway Company	8.00	.....	8.00	.....
1073	Red Springs and Bowmore Railroad Company....	¹ 14.00	.....	¹ 14.00	.....
1074	Richmond, Fredericksburg and Potomac Railroad Company.	82.09	.....	85.04	.....
1075	Potomac Railroad Company.....	1.70	.....	.....	.....
1076	Richmond, Fredericksburg and Potomac and Richmond and Petersburg Railroad Connec- tion Company.	1.25	.....	.....	.....
1077	Ripley and Mill Creek Valley Railway Company.	13.00	.....	13.00	.....
1078	Roanoke Railroad Company	¹ 22.00	.....	¹ 22.00	.....
1079	Roaring Creek and Belington Railroad Company.	11.00	11.00	11.00	11.00
1080	Rockbridge Alum and Goshen Railroad Company.	¹ 2.00	.....	¹ 9.00	.....
1081	Victoria and Western Railroad Company.....	¹ 10.00	.....	¹ 10.00	.....
1303	Savannah, Florida and Western Railway Com- pany: ²	.....	.....	.....	.....
1082	Charleston and Savannah Railway Company....	³ 102.60	.....	⁴ 126.75	.....
1083	Ashley River Railroad Company	7.87	⁵ 2.28	.....	.....
1084	Green Pond, Walterboro and Branchville Rail- way Company.	12.00	.....	12.00	.....
1085	Seaboard and Roanoke Railroad Company.....	81.30	.....	119.60	6.00
1086	Murfreesboro Railroad Company	6.00	⁵ .25	.....	⁵ 6.25
1087	Roanoke and Tar River Railroad Company.....	32.30	.....	.....	.....
1088	Carolina Central Railroad Company.....	264.60	.....	267.00	.....
1089	Wilmington Railway Bridge Company	2.40	.....	.....	.....
1090	Raleigh and Gaston Railroad Company.....	97.00	.....	107.00	.....
1091	Louisburg Railroad Company.....	10.00	.....	.....	.....
1092	Durham and Northern Railway Company.....	41.40	⁵ .80	41.40	⁵ .80
1093	Georgia, Carolina and Northern Railway Com- pany.	⁶ 266.20	.....	⁷ 277.30	.....
1094	Seaboard Air Line Belt Railroad Company..	⁸ 8.10	.....	.....	.....
1095	Raleigh and Augusta Air Line Railroad Com- pany.	106.60	⁵ .67	118.60	⁵ .67
1096	Palmetto Railroad Company.....	¹ 18.20	.....	¹ 18.20	.....
1097	Pittsboro Railroad Company.....	12.00	.....	.....	.....
1098	South Atlantic and Ohio Railroad Company.....	70.09	.....	70.09	.....
1099	South Carolina and Georgia Railroad Company...	⁹ 244.83	.....	⁹ 244.83	⁵ 24.00
1100	Southern Railway Company ¹⁰	¹¹ 1,275.59	.38	¹² 2,344.31	152.68
	[Line in Virginia and the Carolinas].	.....	.....	.....	.....
1101	Asheville and Spartanburg Railroad Company..	133.40	67.50	.....	.....

¹ Unofficial figures.² Includes 11.00 miles lying in Group V.³ Decrease.⁴ Includes 126.50 miles lying in Group V.⁵ Includes 1.00 mile lying in Group V.⁶ Includes .22 mile lying in Group II.⁷ Inserted to show relation of three roads following.⁸ Includes 18.00 miles lying in Group V.⁹ Includes 115.40 miles lying in Group V.¹⁰ Lies in Group V.¹¹ See page 250, No. 1100, for totals covering entire road.¹² Includes 2.27 miles lying in Group II.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent. "Line operated" is owned by Mount Carbon Company, Limited.	1070
Independent road. "Line owned" not in operation. Road under construction.....	1071
Operating road, subsidiary, other relation.....	1072
Operating road, independent.....	1073
do.....	1074
Subsidiary road, fixed money rental. Leased May 17, 1877, for 28 years, and thereafter until terminated by either party on 6 months' notice; lessee pays interest on bonds.	1075
Subsidiary road, contingent money rental. Leased Aug. 1, 1866, practically in perpetuity; rental, 8 per cent on capital stock; supplemental agreement, Apr. 9, 1867; rental a specific sum per capita on passengers and 100 lbs. of freight, and guarantee 8 per cent per annum on capital stock.	1076
Operating road, independent.....	1077
Private logging road. Owned by Roanoke R. R. & Lumber Co.....	1078
Operating road, independent.....	1079
Operating road, independent. "Line operated" includes 7 miles of the Va. Iron Ry.....	1080
Operating road, subsidiary, other relation.....	1081
	1303
Operating road, subsidiary, other relation. Controlled by the Plant Investment Co. and operated as a part of Plant System, so called.	1082
Subsidiary road, fixed money rental. Operated under a verbal agreement, for a monthly rental of \$1,000 and expenses of operation.	1083
Operating road, subsidiary, other relation. Controlled by the Plant Investment Co. and operated as a part of the Plant System, so called.	1084
Operating road, independent.....	1085
Subsidiary road.....	1086
Subsidiary road, fixed money rental. Leased in Apr., 1887, during its corporate existence; annual rental, \$500 per mile of completed road, and taxes.	1087
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	1088
Subsidiary road, other relation. Road owned jointly by the Wilm., Col., & Aug., Wilm. & Weldon, and Car. Cent. R. Rs. in the proportion of $\frac{1}{4}$, $\frac{1}{4}$, and $\frac{1}{2}$, respectively, in which these companies agree to pay all operating and fixed charges whatsoever.	1089
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	1090
Subsidiary road, other relation. Leased July 17, 1885, for 99 years, with privilege of renewal; no rental paid.	1091
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	1092
Operating road, subsidiary, contingent money rental. Leased July 1, 1889, for term of corporate existence; rental, 35 per cent of gross earnings, to be applied to organization expenses, interest on bonds, payment of valid debts, and dividend on capital stock.	1093
Subsidiary road, contingent money rental. Operated by Ga., Car. & Nn. Ry. under contract dated Mar. 28, 1893, for 30 years; the lessee pays all taxes and expenses of every kind and an arbitrary on all freight passing over road of $1\frac{1}{2}$ cents per hundred pounds for carload lots, and 3 cents per hundred pounds for less than carload lots. Any deficiency in earnings under \$30,000 to be met by Seaboard & Roanoke, Ral. & Gaston, and Ga., Car. & Nn. R. Rs. Controlled through ownership of capital stock by Seaboard & Roanoke and Ral. & Gaston R. Rs.	1094
Operating road, subsidiary, other relation. Controlled through ownership of capital stock by Ral. & Gaston R. R.	1095
Operating road, subsidiary, other relation.....	1096
Subsidiary road, other relation. Leased Nov. 23, 1886, for 99 years; no rental paid.....	1097
Operating road, independent. John C. Haskell, Receiver; appointed Aug. 8, 1892.....	1098
Operating road, independent.....	1099
do.....	1100
Subsidiary road, other relation. Controlled through ownership of majority of capital stock....	1101

GROUP IV.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
1102	Southern Railway Company—Continued. [Line in Virginia and the Carolinas.] Atlanta and Charlotte Air Line Railway Com- pany.	¹ 268.04	.....	.....	.....
1103	North Carolina Railroad Company.....	223.20	.....	.....	.....
1104	Richmond and Mecklenburg Railroad Company.	31.30	.....	.....	.....
1105	State University Railroad Company ²	10.20	.....	.....	.....
1106	Virginia Midland Railway Company.....	370.59	³ 1.60	.....	.....
1107	Franklin and Pittsylvania Railroad Company.	30.00	.....	.....	.....
1108	Danville and Western Railway Company.	75.00	.....	83.00	.....
1109	Danville, Mocksville and Southwestern Rail- road Company.	8.00	.....	.....	.....
1110	Suffolk and Carolina Railway Company.....	39.00	.....	39.00	.....
1111	Surry, Sussex and Southampton Railway Com- pany.	46.10	.....	46.10	.....
970	Toledo and Ohio Central Railway Company: ⁴				
971	Kanawha and Michigan Railway Company ⁵ [Line south of Ohio River.]	94.82	.....	94.82	.....
1112	Valley Railroad Company (of Virginia).....	61.00	.....	62.00	.....
1113	Warrenton Railroad Company.....	3.00	.....	3.00	.....
1114	Washington, Alexandria and Mount Vernon Rail- way Company. ⁶	19.50	19.50	21.02	21.02
1115	Wellington and Powellsville Railroad Company..	32.00	12.00	32.00	12.00
1116	West Virginia Central and Pittsburg Railway Company.	⁷ 122.40	.....	⁸ 151.64	.....
1117	Piedmont and Cumberland Railway Company..	⁹ 29.23	.....	.....	.....
1118	West Virginia Northern Railroad Company.....	10.50	.....	10.50	.....
1119	West Virginia Southern Railway Company.....	8.00	8.00	8.00	8.00
1120	Wheeling Bridge and Terminal Railway Company.	¹⁰ 9.27	.....	¹⁰ 9.27	.....
1121	Wilmington, Newbern and Norfolk Railway Com- pany.	87.25	.....	88.50	.....
1122	Wilmington Sea Coast Railroad Company.....	11.81	.....	11.81	.....
1123	Winifrede Railroad Company.....	7.43	.....	7.43	.....
1124	Winton Railroad Company.....	¹¹ 20.00	.....	¹¹ 20.00	.....

¹ Includes 99.94 miles lying in Group V.² Decrease.³ See page 250, No. 971, for totals covering entire road.⁴ Includes 8.40 miles lying in Group II.⁵ Includes 20.51 miles lying in Group II.⁶ Report for ten months ending June 30, 1896.⁷ Inserted to show relation of road following.⁸ Report for period, May 24 to June 30, 1896.⁹ Includes 28.92 miles lying in Group II.¹⁰ Includes 2.37 miles lying in Group III.¹¹ Unofficial figures.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Subsidiary road, fixed money rental. Agreement dated Mar. 26, 1881, for an indefinite time, under which Rich. & Danv. R. R. assumed all liabilities of this company and agreed to pay annually taxes, assessments, etc., interest on bonds, 5 per cent on capital stock, to be increased to 6 per cent when earnings of this company exceed \$1,500,000, and to 7 per cent when earnings exceed \$2,500,000, and \$2,000 for organization expenses. Above conditions assumed by Southern Ry.	1102
Subsidiary road, fixed money rental. Leased Jan. 1, 1896, for 99 years; rental from Jan. 1, 1896 to Dec. 31, 1901, to be \$266,000 per annum and all taxes, rental thereafter to be \$286,000 and all taxes.	1103
Subsidiary road, contingent money rental. Contract dated June 30, 1894, by which the Sn. Ry. operates this road and turns over to the president thereof all net earnings derived from operation of same. Controlled through ownership of majority of capital stock.	1104
Subsidiary road, other relation. Controlled through ownership of majority of capital stock....	1105
Subsidiary road, contingent money rental. Leased Apr. 15, 1886, to Rich. & Danv. R. R. for 99 years; lessee to apply income to payment of operating expenses, interest on bonds, rental of this company's leased roads, organization expenses not to exceed \$2,500 per annum; any residue of income to be paid lessor: conditions of above lease assumed by Sn. Ry.; 51 miles of "line owned" leased to and operated by Balt. & Ohio R. R. and 9.40 miles by Ches. & Ohio Ry.; 28.22 miles of Charl. & Rapidan R. R. included in "mileage owned" of Va. Midl. Ry.	1106
Subsidiary road, fixed money rental. Leased Sept. 19, 1878, to Rich. & Danv. R. R. for 34 years from completion; annual rental, \$7,000; lease assigned to Sn. Ry., July 1, 1894.	1107
Operating road, subsidiary, other relation. Controlled through the ownership of entire capital stock.	1108
Subsidiary road, contingent money rental. Contract dated Aug. 1, 1886, terminable by either party on 30 days' notice; made by order of the court, this company receiving 40 per cent of its gross earnings. J. T. Morehead, Receiver; appointed Nov. 7, 1885.	1109
Operating road, independent.....	1110
do	1111
Operating road, subsidiary, other relation.....	970
	971
Operating road, independent.....	1112
do	1113
Operating road, independent. Operated by an electric motor.....	1114
Operating road, independent.....	1115
do	1116
Subsidiary road, contingent money rental. Lease dated Feb. 1, 1894; operated by W. Va. Cent. & Pittsb. Ry., for 63 per cent of gross earnings. Lease is coterminous with life of bonds, Aug. 1, 1911.	1117
Operating road, independent.....	1118
do	1119
Operating road, independent. C. O. Brewster, Receiver; appointed Sept. 20, 1893.....	1120
Operating road, independent.....	1121
do	1122
do	1123
Operating road, independent. Operated by Winton Lumber Co. mainly for transporting logs..	1124

192 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP V.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
	Total—Group V	21,088.81	379.67		
1125	Alabama and Vicksburg Railway Company	143.39		143.39	
1126	Albany and Northern Railway Company ¹	35.00	35.00	35.00	35.00
1127	Alford and Sloan's Logging Railroad Company	17.00		17.00	
1128	Altamont and Manchester Railroad Company	3.50		3.50	
1129	Ashland Coal and Iron Railway Company	22.06		22.06	
1130	Atlanta and West Point Railroad Company	85.70		86.20	
1131	Atlanta Lumber Company's Railroad	15.00	15.00	15.00	15.00
1132	Atlantic Short Line Railroad Company	29.00			
1133	Atlantic, Suwannee River and Gulf Railway Company	27.00	7.00	27.00	7.00
1134	Augusta and Summerville Railroad Company	2.00		2.00	
1135	Augusta Southern Railroad Company	84.00		84.00	
1136	Beattyville and Cumberland Gap Railroad Com- pany	8.00		8.00	
1137	Bessemer and Southwestern Railway Company	11.00		11.00	
1138	Birmingham and Atlantic Railroad Company	32.90		32.90	
1139	Birmingham, Selma and New Orleans Railway Company	21.00		21.00	
1140	Blue Ridge and Atlantic Railroad Company	20.90	² .10	20.90	² .10
1141	Bolling Railroad Company	³ 15.00		³ 15.00	
1142	Bowden Lithia Springs Short Line Railroad Company	2.50		2.50	
1143	Boyle and Sunflower River Railroad Company	19.00	10.00	19.00	10.00
1144	Breckenridge Short Line Railroad Company	9.00		9.00	
1145	Brewton Railroad and Manufacturing Company	³ 4.25		³ 4.25	
1146	Bristol, Elizabethton and North Carolina Railway Company	22.00		22.00	
1147	Brunswick and Pensacola Railroad Company	22.00	11.00	22.00	11.00
1148	Burnside and Cumberland River Railway Com- pany	1.50		1.50	
1149	Carrabelle, Tallahassee and Georgia Railroad Company	50.00		50.00	
1150	Central Georgia Lumber Company's Railroad Company	³ 8.00		³ 8.00	
1151	Central of Georgia Railway Company ⁴	1,123.12	1,123.12	1,467.10	1,467.10
1152	Athens Belt Line Railroad Company	.63	.63		
1153	Augusta and Savannah Railroad Company	53.21			
1154	Southwestern Railroad Company (of Georgia) ..	333.00			
1155	Upson County Railroad Company	16.25			
1156	Chattanooga and Lookout Mountain Railway Company	9.50		15.00	
1157	Chattanooga, Rome and Columbus Railroad Com- pany	138.00	² .16	138.00	² .16
1158	Chattanooga Southern Railroad Company ⁵	91.63	91.63	96.81	96.81
1159	Chesapeake and Nashville Railway Company	35.87		35.87	
1027	Chesapeake and Ohio Railway Company ⁶	⁷ 350.69		⁷ 456.31	84.40
	[Line west of Huntington, West Vir- ginia.]				
1160	Passenger and Belt Railway Company	5.50	.50	5.50	5.50
1161	Chesapeake, Ohio and Southwestern Railroad Company	351.12		398.48	

¹ Report for ten months ending June 30, 1896.² Decrease.³ Unofficial figures.⁴ Report for eight months ending June 30, 1896.⁵ Report for period, May 11 to June 30, 1896.⁶ See page 250, No. 1027, for totals covering entire road.⁷ Includes .53 mile lying in Group III, and 8.25 miles lying in Group IV.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent.....	1125
do.....	1126
Private logging road. Owned by Alford & Sloan. Feeder to Bruns. & Wn. R. R. at Willing- ham, Ga.	1127
Operating road, independent.....	1128
Operating road, independent. Leased for joint use by Ches. & Ohio R. R. and operated jointly by that company.	1129
Operating road, independent.....	1130
Private logging road.....	1131
Independent road. "Line owned" not in operation.....	1132
Operating road, independent. "Line owned" includes 2 miles not yet turned over by Con- struction Co.	1133
Operating road, independent. This company owns and controls the freight tracks connecting all railroads running into Augusta, Ga., and transfers freight between them under contract.	1134
Operating road, independent.....	1135
do.....	1136
Private road. Operated by Howard & Harrison Iron Co.....	1137
Operating road, independent.....	1138
do.....	1139
Operating road, independent. W. V. Lauraine, Receiver; appointed Mar. 14, 1892. Reappointed July 24, 1894.	1140
Private road. Owned by Milner, Caldwell & Flowers Lumber Co. Feeder to Louisv. & Nashv. R. R., at Bolling, Ala.	1141
Operating road, independent.....	1142
Operating road, independent. Owned by L. V. Boyle & Co.....	1143
Private road. Owned by Breckenridge Cannel Coal Co.....	1144
Private road.....	1145
Operating road, independent. Operated for the owner, A. H. Wintersteen, by W. B. Emmert..	1146
Operating road, independent.....	1147
do.....	1148
do.....	1149
Private road.....	1150
Operating road, independent. Of "mileage owned," 58.09 miles leased to and operated by the Ga. & Ala. Ry.	1151
Subsidiary road, fixed money rental. Leased to the Sn. Ry., Dec. 1, 1891, for 99 years; rental, \$1,050, taxes, assessments, and charges. Operated by Cent. of Ga. Ry. as a siding, and earn- ings turned over to the Sn. Ry.	1152
Subsidiary road, fixed money rental. Leased Nov. 1, 1895, for 101 years; rental, \$51,145, expenses of operation, maintenance, and \$2,000 for organization expenses.	1153
Subsidiary road, fixed money rental. Leased Nov. 1, 1895, for 101 years; rental, 5 per cent on capital stock, taxes, assessments, maintenance, and \$2,500 for organization expenses.	1154
Subsidiary road, other relation. Controlled through ownership of capital stock.....	1155
Operating road, independent. Operated in connection with Lookout Inn, from May 10 to Oct. of each year.	1156
Operating road, independent. Eugene E. Jones, Receiver; appointed Feb. 1, 1894.....	1157
Operating road, independent.....	1158
Operating road, independent. Operated by R. E. Fleming, General Manager for the purchaser, W. A. Weber.	1159
Operating road, independent.....	1027
Operating road, subsidiary, other relation. Used as sidings by the Ches. & Ohio Ry.....	1160
Operating road, independent. St. John Boyle, Receiver; appointed Jan. 1, 1894.....	1161

GROUP V.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
1162	Chesapeake, Ohio and Southwestern Railroad Company—Continued.				
	Hodgenville and Elizabethtown Railway Com- pany.	11.10	.....	11.10	.....
1163	Owensboro, Falls of Rough and Green River Railroad Company.	42.16	.....	42.16	.....
1164	Paducah Union Depot Company.....	.70	.....	.70	.....
1165	Short Route Railway Transfer Company.....	1.52	.....	1.52	.....
1166	Troy and Tiptonville Railroad Company.....	4.60	.....	4.60	.....
1167	Chickamauga and Durham Railroad Company.....	17.34	.....	17.34	.....
1168	Chickawsaha and Jackson Railroad Company.....	26.00	11.00	26.00	11.00
1169	Cincinnati, New Orleans and Texas Pacific Rail- way Company.	.....	.....	¹ 338.26	.....
1170	Cincinnati Southern Railway Company.....	² 335.92	.....	.....	.....
1171	Collins and Reidsville Railroad Company.....	7.34	7.34	7.34	7.34
1172	Columbus Railroad Company.....	4.00	4.00	4.00	4.00
1173	Columbus Southern Railway Company.....	87.78	.....	87.78	.....
1174	Covington, Flemingsburg and Ashland Railway Company.	17.00	.05	17.00	.05
1175	Cumberland River and Tennessee Railroad Com- pany.	12.90	.....	12.90	.34
1176	Cuyler and Woodburn Railroad Company.....	14.00	14.00	14.00	14.00
1177	Darien and Western Railroad Company.....	32.00	.....	30.00	³ 2.00
1178	Dayton Coal & Iron Company's Railroad.....	7.25	.....	4.25	³ 3.00
1179	Douglas and McDonald Railroad Company.....	20.00	20.00	20.00	20.00
1180	Dover and Statesboro Railroad Company.....	10.00	.....	10.00	.....
1181	Dunham Railroad Company.....	9.00	³ 6.00	9.00	³ 6.00
1182	East and West Railroad Company.....	116.70	.....	116.70	.....
1183	Tredegear Mineral Railway Company.....	4.00	.....	.....	³ 4.00
1184	East Tennessee and Western North Carolina Railroad Company.	31.00	.....	31.00	.....
1185	Eastern Kentucky Railway Company.....	36.00	³ 3.45	36.00	.....
1186	Ellaville, Westlake and Jennings Railroad Com- pany.	14.00	3.00	14.00	3.00
1187	Eppenger and Russell Logging Railroad Company.....	20.00	.....	6.00	.....
1188	Escambia Railroad Company.....	24.50	.....	24.50	.....
1189	Florida Central and Peninsular Railroad Com- pany.	⁴ 940.75	.....	⁴ 940.75	.....
1190	Florida East Coast Railway Company.....	412.17	412.17	412.17	412.17
1191	Florida Midland Railway Company.....	44.00	.....	38.00	³ 6.00
1192	Fort Payne and Eastern Railroad Company.....	11.00	.....	.....	.....
1193	Fort White and Southern Railway Company ⁵	6.00	6.00	6.00	6.00
1194	Fountain Head Railroad Company.....	5.50	³ 1.25	5.50	³ 1.25
1195	Gadsden and Attalla Union Railway Company...	11.25	.47	11.25	.47
1196	Gainesville and Gulf Railway Company.....	25.00	25.00	25.00	25.00
1197	Georgia Railroad Company.....	.....	.....	307.00	.....
1198	Georgia Railroad and Banking Company.....	303.00	.....	.....	.....
1199	Gainesville, Jefferson and Southern Railroad Company.	65.00	.....	65.00	.....
1200	Union Point and White Plains Railroad Com- pany.	12.00	.....	13.56	.....
1201	Western Railway of Alabama.....	132.01	³ 1.09	132.01	³ 1.09
1202	Georgia and Alabama Railway Company ⁶	264.50	264.50	339.70	339.70

¹ Includes 2.90 miles lying in Group III.³ Decrease.⁵ Report for period, March 30 to June 30, 1896.⁶ Report for period, August 15, 1895 to June 30, 1896.² Includes .56 mile lying in Group III.⁴ Includes 103.85 miles lying in Group IV.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6		
Remarks.		No.
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.		1162
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock. M. V. Monarch, Receiver; appointed Apr. 1, 1894.		1163
Operating road, subsidiary, other relation. Stock owned one-half each by the Ches. Ohio & S. Wn. and St. L., Alt. & T. Haute R. Rs.		1164
Operating road, subsidiary, other relation. St. John Boyle, Receiver; appointed Jan. 1, 1894 ...		1165
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.		1166
Operating road, independent. Paul J. Murphy, Receiver; appointed Jan. 29, 1894		1167
Private road. Owned and operated by Robinson Land & Lumber Co.....		1168
Operating road, independent. S. M. Felton, Receiver; appointed Mar. 18, 1893		1169
Subsidiary road, fixed money rental. Built and owned by the city of Cincinnati in its municipal capacity. Leased Oct. 12, 1881, for 25 years, annual rental during first period of 5 years, \$800,000; second period of 5 years, \$900,000; third period of 5 years, \$1,000,000; fourth period of 5 years, \$1,090,000; fifth period of 5 years, \$1,250,000; lessee also agrees to pay taxes, assessments, etc., and \$12,000 per annum for organization expenses.		1170
Operating road, independent.....		1171
Operating road, independent. Road also owns and operates 17 miles by electricity.....		1172
Operating road, independent. T. E. Blanchard, Receiver; appointed Aug. 1, 1895.....		1173
Operating road, independent. Operated by Adams Express Co.....		1174
Operating road, independent. Owned and operated by the Sag Mtn. Coal, Coke & Timber Co., Pineville, Ky.		1175
Operating road, independent. J. D. Harrell, Receiver; appointed Nov. 22, 1895		1176
Operating road, independent. Of "line owned," 2 miles not in operation		1177
Operating road, independent. Owned by Dayton Coal & Iron Co., Limited. Of "line owned," 3 miles not in operation.		1178
Private road. Owned by J. S. Bailey & Co.....		1179
Operating road, independent. Road sold to F. T. Lockhart, and delivery made Dec. 20, 1893....		1180
Private road. Operated by the Dunham Lumber Co., Dunham, Ala		1181
Operating road, independent.....		1182
Subsidiary road, other relation. Operated as a siding by the E. & W. R. R.....		1183
Operating road, independent.....		1184
do		1185
do		1186
Private road. Of "line owned," 14 miles not in operation.....		1187
Operating road, independent.....		1188
do		1189
do		1190
Operating road, independent. Of "line owned," 6.00 miles not in operation		1191
Independent road. "Line owned" not in operation.....		1192
Operating road, independent.....		1193
Operating road, independent. Dummy railroad		1194
Operating road, independent.....		1195
do		1196
do		1197
Subsidiary road, fixed money rental. Leased May 7, 1881, from Apr. 1, 1881, for 99 years, at \$600,000 per annum, to W. M. Wadley and associates, who conveyed their interests to Cent. R. R. & Bkg. Co. of Ga. and Louisv. & Nashv. R. R., one-half to each, and these companies now operate the road by a joint commission, under the name of Georgia R. R.		1198
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.		1199
do		1200
Operating road, subsidiary, other relation. Controlled through ownership of capital stock....		1201
Operating road, independent. "Line operated" includes 58.20 miles leased from the Cent. of Ga. Ry.		1202

196 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP V.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
	Georgia and Alabama Railway Company—Con- tinued.				
1203	Abbeville and Waycross Railroad Company ¹ ...	22.25	4.25	22.25	4.25
1204	Montgomery Terminal Railway Company.....	.20	.....	.20	.....
1205	Georgia Marble Company's Railroad.....	6.50	.....	6.50	.....
1206	Georgia Midland Railway Company.....	99.60	99.60	99.60	99.60
1207	Georgia Northern Railway Company.....	40.00	7.00	40.00	7.00
1208	Georgia Southern and Florida Railway Company.	285.00	285.00	285.00	285.00
1209	Great Eastern Railroad Company.....	² 10.00	.....	² 10.00	.....
1210	Gulf and Chicago Railroad Company.....	62.50	.....	62.50	.....
1211	Gulf and Ship Island Railroad Company.....	² 20.00	.....	.....	.....
1212	Gulf Red Cedar Company's Railroad.....	12.00	.50	12.00	.50
1213	Harriman and Northeastern Railroad Company ³ .	22.00	22.00	22.00	22.00
1214	Hartwell Railroad Company.....	10.10	.....	10.10	.....
1215	Hawkinsville and Florida Southern Railway Company.	29.00	.....	29.00	.....
1216	Hollins, Heflin and Sylacauga Railroad Company.	28.00	28.00	28.00	28.00
1217	Holston Valley Railway Company.....	8.26	8.26	8.26	8.26
1218	Illinois Central Railroad Company ⁴ [Line south of Cairo, Illinois.]	.....	.....	894.41	.....
1219	Canton, Aberdeen and Nashville Railroad Com- pany.	87.89	.....	.....	.....
1220	Chicago, Saint Louis and New Orleans Railroad Company.	666.16	.....	.....	.....
1221	Yazoo and Mississippi Valley Railroad Com- pany.	947.63	.....	807.27	.....
1222	Indian Springs and Flovilla Railroad Company...	2.63	.....	2.63	.....
1223	Jacksonville and Atlantic Railway Company.....	16.25	.....	16.25	.....
1224	Jacksonville, Mayport, Pablo Railway and Navi- gation Company.	² 23.50	.....	² 23.50	.....
1225	Jacksonville, Tampa and Key West Railway Company.	200.99	.....	200.99	.....
1226	Jacksonville Terminal Company.....	16.13	12.33	16.13	12.33
1227	Jellico, Bird Eye and Northern Railway Company.	7.50	.....	7.50	.....
1667	Kansas City, Fort Scott and Memphis Railroad Company: ⁵	.....	.....	.....	.....
1228	Kansas City, Memphis and Birmingham Rail- road Company.	276.57	.....	276.57	.....
1229	Kentucky and Indiana Bridge Company.....	⁶ 3.03	.....	⁶ 9.45	.....
1230	New Albany Belt and Terminal Railroad Com- pany.	2.16	.....	2.16	.....
1231	Kentucky Midland Railway Company.....	40.00	.....	40.00	.....
1232	Kentucky Northern Railway Company ⁷	9.00	9.00	9.00	9.00
1233	Kymulga and Coosa River Railroad Company....	² 10.00	.....	² 10.00	.....
1234	Lafayette Railway Company.....	21.50	21.50	.....	.....
1235	Lawrenceville Branch Railroad Company.....	10.00	.39	10.00	.39
1236	Lexington and Eastern Railway Company.....	92.54	.....	93.54	.....
1237	Lexington Terminal Railroad Company.....	² 5.00	.....	² 4.50	.....
1238	Live Oak and Gulf Railway Company.....	20.00	.....	20.00	.....
1239	Lookout Incline Railway Company.....	2.56	2.56	2.56	2.56

¹ Report for period, January 27 to June 30, 1896.³ Report for two months ending June 30, 1896.⁴ See page 250, No. 1218, for totals covering entire road.⁵ Inserted to show relation of road following.⁷ Report for five months ending June 30, 1896.² Unofficial figures.⁶ Includes .40 mile lying in Group III.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6		No.
Remarks.		
Operating road, subsidiary, other relation.....		1203
Operating road, subsidiary, other relation. Leased until July 1, 1900; rental, 5 per cent interest on bonds.		1204
Private road. Owned by Georgia Marble Co.....		1205
Operating road, independent.....		1206
do.....		1207
do.....		1208
Private logging road. Owned by W. C. Albertson. Feeder to N. O. & N. En. R. R. at Tuscanola, Miss.		1209
Operating road, independent.....		1210
Independent road. "Line owned" not in operation. T. Jones Stewart, Receiver; appointed Aug. 16, 1892.		1211
Private logging road. Owned by Gulf Red Cedar Co.....		1212
Operating road, independent.....		1213
Operating road, independent. E. B. Benson, Receiver; appointed Dec. 2, 1892.....		1214
Operating road, independent.....		1215
Private lumber road.....		1216
Operating road, independent.....		1217
Operating road, independent. "Line operated" includes 140.36 miles leased from Yazoo & Miss. Vy. R. R.		1218
Subsidiary road, contingent money rental. Leased Mar. 31, 1888, until June 1, 1952; rental, net earnings of the road, which lessee guarantees to be \$60,000 per annum.		1219
Subsidiary road, fixed money rental. Leased July 1, 1882, for 400 years; annual rental, 4 per cent on capital stock, interest on bonds, taxes, assessments, etc. On Apr. 4, 1889, this company acquired Miss. & Tenn. R. R.		1220
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock. "Line owned" includes 140.36 miles leased to and operated by Ill. Cent. R. R. Agreement dated Mar. 31, 1888, and to run until June 1, 1952. Rental, net earnings. Any amount under \$100,000 guaranteed by lessee.		1221
Operating road, independent. Operated only during summer months. W. C. Hale, Receiver; appointed Dec. 21, 1895.		1222
Operating road, independent.....		1223
do.....		1224
Operating road, independent. Joseph H. Durkee, Receiver; appointed Apr. 8, 1893.....		1225
Operating road, independent. Company furnishes terminal facilities for Sav., Fla. & Wn., Jacksonville., Tampa & Key W. Rys., and Fla. Cent. & Penin. R. R.		1226
Private road. Operated by Bird Eye-Jellico Coal Co.....		1227
		1667
Operating road, subsidiary, other relation. Controlled through ownership of capital stock. Lessee agrees to pay this company 10 per cent of earnings on all interchange of business.		1228
Operating road, independent. J. McLeod, F. W. Tracy, and S. M. Felton, Receivers; appointed Oct. 14, 1893.		1229
Operating road, subsidiary, other relation. J. McLeod, F. W. Tracy, and S. M. Felton, Receivers; appointed Apr. 1, 1894.		1230
Operating road, independent. G. B. Harper, Receiver.....		1231
Operating road, independent.....		1232
Private road. Owned and operated by the Lanier Lumber Co.....		1233
Independent road. "Line owned" not in operation.....		1234
Operating road, independent. Operated until Oct., 1894, by Southern Ry., on which date road named declined to longer operate it. Operations were suspended from Oct., 1894, to Feb., 1895, on which date the road was leased for a term of 3 years to McDaniel & McKelvey.		1235
Operating road, independent.....		1236
Operating road, independent. Of "line owned," .50 mile not in operation.....		1237
Operating road, independent.....		1238
do.....		1239

198 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP V.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
1240	Louisville and Nashville Railroad Company ¹ [Line south of Ohio River.]	² 2,173.11	272.64	² 2,952.60	12.32
1241	Alabama Mineral Railroad Company	124.91	.....	.....	.....
1242	Birmingham Mineral Railroad Company	161.18	.....	.....	.....
1243	Elkton and Guthrie Railroad Company	10.92	.....	.....	.....
1244	Glasgow Railroad Company	10.50	.....	.....	.....
1245	Mobile and Montgomery Railway Company	178.49	.....	.....	.....
1246	Nashville and Decatur Railroad Company	119.24	.....	.....	.....
1247	Nashville, Florence and Sheffield Railway Com- pany.	104.83	.....	.....	.....
1248	Sheffield and Tusculumbia Railroad Company ..	2.63	.....	.....	.....
1249	Owensboro and Nashville Railway Company ...	88.10	.....	.....	.....
1250	Shelby Railroad Company	19.10	.....	.....	.....
1251	South and North Alabama Railroad Company ..	188.97	.....	.....	.....
1252	Southern Division Cumberland and Ohio Rail- road Company.	30.90	.....	.....	.....
1253	West Virginia, Pineville and Tennessee Rail- Company.	2.06	.....	.....	.....
1254	Henderson Bridge Company	³ 10.06	.....	³ 10.06	.....
1255	Nashville, Chattanooga and Saint Louis Rail- way Company.	750.65	3.38	1,159.40	257.16
1256	Rome Railroad Company of Georgia	18.15	.....	.....	.....
1257	Western and Atlantic Railroad Company	136.82	.....	.....	.....
1258	Northern Division Cumberland and Ohio Rail- road Company. ⁴	26.72	.....	26.72	26.72
1259	Louisville and Wadley Railroad Company	⁵ 10.04	.....	⁵ 10.04	.....
1260	Louisville Bridge Company	2.89	.....	2.80	.....
1261	Louisville, Henderson and Saint Louis Railway Company.	165.20	165.20	186.00	186.00
1262	Macon and Birmingham Railway Company ⁶	96.87	96.87	96.87	96.87
1263	Macon, Dublin and Savannah Railroad Company ..	54.00	.....	54.00	.....
1264	Mammoth Cave Railroad Company ⁷	8.75	⁸ .42	8.75	8.75
1265	Marietta and North Georgia Railway Company ...	⁹ 230.62	.....	⁹ 230.62	.....
1266	Mary Lee Coal and Railway Company	⁵ 7.50	.....	⁵ 7.50	.....
1267	Memphis and Charleston Railroad Company	292.00	.....	330.00	.....
1268	Middle and East Tennessee Central Railway Company.	12.00	.....	.....	⁸ 12.00
1269	Middle Georgia and Atlantic Railway Company ..	43.97	.....	64.97	.....
1270	Eatonton Branch Railroad Company	21.00	.....	.....	.....
1271	Middle Tennessee and Alabama Railway Company	28.50	.....	.....	.....
1272	Middlesborough Railroad Company	⁵ 21.51	21.51	⁵ 21.51	21.51
1273	Midville, Swainsboro and Red Bluff Railroad Company.	20.50	.....	20.50	.....
1274	Millen and Southern Railway Company	31.53	⁸ .47	31.53	⁸ .47

¹ See page 250, No. 1240, for totals covering entire road.² Includes 65.80 miles lying in Group IV.⁴ Report for period, January 26 to June 30, 1896.⁶ Report for three months ending June 30, 1896.⁷ Report for period, August 12, 1895 to June 30, 1896.⁸ Decrease.³ Includes 9.59 miles lying in Group III.⁵ Unofficial figures.⁹ Includes 13.00 miles lying in Group IV.

FOR THE YEAR ENDING JUNE 30 1896—Continued.

6	No.
Remarks.	
Operating road, independent. "Line owned" includes 34.84 miles not in operation and 20.70 miles leased to and operated by Ohio Vy. Ry.; also 5.31 miles owned jointly by this road and the Balt. & Ohio S. Wn. Ry.	1240
Subsidiary road, other relation. Controlled through ownership of entire capital stock. Lessee operates the road and receives net results, if any.	1241
Subsidiary road, other relation. Entire capital stock issued to Louisv. & Nashv. R. R., under contract of construction of the road. Lessee operates the road and receives net results, if any.	1242
Subsidiary road, contingent money rental. Leased Aug. 30, 1884, for 25 years; rental, net earnings.	1243
Subsidiary road, contingent money rental. Leased Jan. 8, 1892, for 5 years; rental, net earnings.	1244
Subsidiary road, contingent money rental. Leased Jan. 12, 1881, for 20 years; rental, net earnings. Controlled through ownership of entire capital stock.	1245
Subsidiary road, fixed money rental. Leased July 1, 1872, for 30 years, lessee assuming all bonded and floating debts up to \$2,450,000, and guaranteeing 6 per cent on capital stock.	1246
Subsidiary road, other relation. Controlled through ownership of majority of capital stock...	1247
Subsidiary road, fixed money rental. Leased Mar. 9, 1896, for 20 years; rental, \$100 per annum.	1248
Subsidiary road, other relation. Controlled through ownership of entire capital stock. Lessee operates the road and receives net results, if any.	1249
Subsidiary road, fixed money rental. Leased July 16, 1879, for 30 years, to Louisv. & Nashv. R. R. at an annual rental of \$15,000.	1250
Subsidiary road, other relation. Controlled through ownership of majority of capital stock...	1251
Subsidiary road, contingent money rental. Leased Sept. 19, 1878, for 25 years; net earnings to be applied to payment of interest on bonds and to provide for sinking fund.	1252
Subsidiary road, contingent money rental. Operated under provisional agreement by Louisv. & Nashv. R. R., which handles all cars free, except cars which are destined to Pineville and not beyond, it deriving its revenue from shipments over its own line; this company receiving from shippers (except those to whom a yearly charge is made) \$2 per car for each loaded car to or from the road. J. W. Buchanan, Receiver; appointed Jan. 4, 1894.	1253
Operating road, subsidiary, fixed money rental. The use of track is given to the following rail-road companies in consideration of a guaranteed gross income of \$200,000 per annum; the parties to the guarantee are Louisv. & Nashv., S. E. & St. L., Louisv., Evansv. & St. L., Peoria, Dec. & Evansv., and Evansv. & T. Haute R. Rs. Local traffic between Henderson, Ky., and Evansville, Ind., is conducted by Louisv. & Nashv. R. R. for 50 per cent of gross earnings.	1254
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock. "Line operated" includes 253.78 miles leased from the Louisv. & Nashv. R. R.	1255
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	1256
Subsidiary road, fixed money rental. Leased from State of Georgia, Dec. 27, 1890, for 29 years. Rental, \$420,012 per annum.	1257
Operating road, subsidiary, other relation. J. A. Middleton, Receiver; appointed Jan. 25, 1896. Operated by Louisv. & Nashv. R. R. as agent for Receiver.	1258
Operating road, independent.....	1259
Operating road, independent.....	1260
do.....	1261
do.....	1262
do.....	1263
Operating road, independent. J. A. McGoodwin, Receiver; appointed Aug. 12, 1895.....	1264
Operating road, independent. J. B. Glover, Receiver; appointed Jan. 19, 1891.....	1265
Private road. J. A. Montgomery and J. B. Scott, Receivers; appointed Nov. 28, 1893.....	1266
Operating road, independent. C. M. McGhee and H. Fink, Receivers; appointed July 15, 1892..	1267
Independent road. "Line owned" not in operation.....	1268
Operating road, independent.....	1269
Subsidiary road, fixed money rental. Contract dated June 1, 1896, by which lessee guarantees 5 per cent on bonds, \$168,000, issued to replace the original capital stock of \$167,900.	1270
Independent road. "Line owned" not in operation. Under construction.....	1271
Operating road, independent.....	1272
do.....	1273
do.....	1274

200 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP V.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2		3		4		5	
		LINE OWNED.		LINE OPERATED.					
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
1275	Mobile and Birmingham Railroad Company	149.40	149.40	163.00	163.00				
1276	Mobile and Ohio Railroad Company ¹ [Line south of Cairo, Illinois.]	527.00	.....	527.00	.....				
1277	Mobile and Spring Hill Railroad Company	7.00	.50	7.00	.50				
1278	Morristown and Cumberland Gap Railroad Com- pany.	40.00	.....	40.00	.....				
1279	Moss Point and Pascagoula Railroad Company...	6.00	.....	6.00	.....				
1280	Nashville and Knoxville Railroad Company.....	86.80	.....	86.80	.....				
1281	Nashville, Tellico and Charleston Railway Com- pany.	24.00	1.00	24.00	1.00				
1282	New Orleans and Northeastern Railroad Company.	195.52	.....	195.90	.....				
1283	New York and Georgia Lumber and Railway Com- pany.	2.00	2.00	.....	.....				
1284	Northeastern Railroad Company of Georgia.....	38.90	² .50	38.90	² .14				
1285	Northern Alabama Railway Company ³	119.01	119.01	119.01	119.01				
1286	Oconee and Western Railroad Company.....	40.00	.....	40.00	.....				
1287	Ohio River and Charleston Railway Company of Kentucky.	8.50	.....	8.50	.....				
1288	Ohio Valley Railway Company	⁴ 118.19	.....	⁴ 138.89	.....				
1289	Peace River Phosphate Mining Company's Rail- road.	22.00	7.00	22.00	22.00				
1290	Pensacola and Andalusia Railroad Company.....	20.00	.....	.....	² 20.00				
1291	Pensacola and Mobile Railroad and Manufactur- ing Company.	5.25	.....	5.25	.....				
1292	Pensacola, Alabama and Tennessee Railroad Company.	15.13	.....	⁵ 25.63	.....				
1293	Pensacola and Perdido Railroad Company	10.50	.....	.....	.....				
1294	Portsmouth and Tygart Valley Railroad Com- pany.	6.25	.....	6.25	.....				
1295	Proctor Coal Company's Railroad.....	⁵ 4.50	.....	⁵ 4.50	.....				
1296	Richmond, Nicholasville, Irvine and Beattyville Railroad Company.	60.76	.....	60.76	.....				
1297	Rockwood and Tennessee River Railway Com- pany.	6.00	.....	6.00	.....				
1298	Rosedale and Mississippi Central Valley Rail- road Company.	6.50	.....	.....	² 6.50				
1299	Rutledge and Julian Railroad Company.....	⁵ 3.39	.....	⁵ 3.39	.....				
1300	Saint Augustine and South Beach Railway Com- pany.	⁵ 4.91	.....	⁵ 4.91	.....				
1301	Saint Mary's, Lake City and Gulf Railroad Com- pany.	⁵ 30.00	30.00	⁵ 30.00	30.00				
1302	Sandersville Railroad Company.....	⁵ 4.50	.....	⁵ 4.50	.....				
1303	Savannah, Florida and Western Railway Com- pany.	855.50	.....	874.80	.....				
1304	Abbeville Southern Railway Company.....	26.07	.....	26.07	.....				
1305	Alabama Midland Railway Company.....	207.72	.....	207.72	.....				
1306	Brunswick and Western Railroad Company....	170.40	.....	170.40	.....				
1307	Florida Southern Railroad Company	248.58	6.14	248.58	6.14				
1308	Saint Johns and Lake Eustis Railway Company.	48.00	.....	48.00	.....				
1309	Sanford and Saint Petersburg Railroad Com- pany.	153.04	.....	153.04	.....				
1310	Silver Springs, Ocala and Gulf Railroad Com- pany.	75.08	.....	75.08	.....				
1311	Tampa and Thonotosassa Railroad Company..	13.23	2.23	13.23	2.23				
1312	Winston and Bone Valley Railroad Company..	29.63	.47	29.63	.47				
1313	Seaboard Railway Company of Alabama.....	⁵ 26.20	.....	⁵ 26.20	.....				
1314	Smithonia and Dunlap Railroad Company.....	⁵ 8.00	.....	⁵ 8.00	.....				
1315	Smithonia, Danielsville and Carnesville Railroad Company.	⁵ 5.00	.....	⁵ 5.00	.....				
1316	South Brunswick Railway Company	17.50	17.50	.....	.....				

¹ See page 250, No. 1276, for totals covering entire road.² Report for seven months ending June 30, 1896.³ Unofficial figures.⁴ Decrease.⁵ Includes 5.24 miles lying in Group III.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6		No.
Remarks.		
Operating road, independent.....		1275
do.....		1276
Operating road, independent. J. H. Wilson, Receiver; appointed July 6, 1895.....		1277
Operating road, independent. Jas. T. Shields, jr., Receiver; appointed May 17, 1895.....		1278
Operating road, independent.....		1279
do.....		1280
do.....		1281
do.....		1282
Private road. "Line owned" not in operation.....		1283
Operating road, independent. Bought under mortgage sale by the Governor of Georgia for the State, Apr. 16, 1895.....		1284
Operating road, independent.....		1285
do.....		1286
Private road. Used entirely for hauling coal from mine.....		1287
Operating road, independent. John McLeod, Receiver; appointed Jan. 1, 1894. Of "line operated," 20.70 miles leased from the Louisv. & Nashv. R. R.....		1288
Private road.....		1289
Private road. Owned by Skinner & McDavid, Escambia, Fla. Road not in operation.....		1290
Operating road, independent. Operated by Louisv. & Nashv. R. R. for Southern States Land and Timber Co., S. M. Lemont, W. F. McCormick, and Clarence Cary, Receivers; appointed Apr. 6, 1895.....		1291
Operating road, independent.....		1292
Subsidiary road, other relation.....		1293
Operating road, independent.....		1294
Private road. Owned by Proctor Coal Co.....		1295
Operating road, independent. John McLeod, Receiver; appointed Dec. 3, 1891.....		1296
Operating road, independent. Owned and operated by the Roane Iron Co.....		1297
Independent road. "Line owned" not in operation.....		1298
Operating road, independent. J. W. Ivey, proprietor.....		1299
Operating road, independent.....		1300
do.....		1301
do.....		1302
do.....		1303
Operating road, subsidiary, other relation. Controlled by the Plant Investment Co. and operated as a part of the Plant System, so called.....		1304
do.....		1305
do.....		1306
do.....		1307
do.....		1308
Operating road, subsidiary, other relation. Controlled by the Plant Investment Co., through the ownership of capital stock, and operated as a part of the Plant System, so called.....		1309
Operating road, subsidiary, other relation. Controlled by the Plant Investment Co. and operated as a part of the Plant System, so called.....		1310
do.....		1311
do.....		1312
Operating road, independent.....		1313
do.....		1314
do.....		1315
Independent road. "Line owned" not in operation.....		1316

202 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP V.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
1100	Southern Railway Company ¹	1,668.55	101.70	2,310.02	109.71
	[Line west of Virginia and the Caro- linas.]				
1317	Elberton Air Line Railroad Company.....	50.60			
1318	Knoxville and Ohio Railroad Company.....	69.32			
1319	Roswell Railroad Company.....	9.11			
1320	Southern Railway in Kentucky.....	123.20			
1321	Southern Railway in Mississippi.....	238.87			
1322	Watauga Railroad Company.....	1.00			
1323	Alabama Great Southern Railroad Company...	296.84	² 15.79	352.68	7.83
1324	Belt Railway Company of Chattanooga ³	42.82	42.82		
1325	Knoxville, Cumberland Gap and Louisville Railway Company. ⁴	74.52	² 7.28	80.68	5.88
1326	Southwestern Railroad (of Florida).....	34.00			² 34.00
1327	Stillmore Air Line Railway Company.....	⁵ 34.45		⁵ 34.45	
1328	Suwannee River Railway Company.....	⁵ 37.00			
1329	Sylvania Railroad Company.....	15.00		15.00	
1330	Talbotton Railroad Company.....	7.00		7.00	
1331	Tallahassee and Southeastern Railroad Company.	⁵ 6.50			
1332	Tallassee and Montgomery Railway Company....	6.28	6.28	6.28	6.28
1333	Tavares and Gulf Railroad Company.....	31.00		31.00	
1334	Tennessee Central Railroad Company.....	⁵ 12.00			
1335	Tennessee Coal, Iron and Railroad Company.....	20.00	11.87	20.00	11.87
1336	Tennessee River, Ashville and Coosa Railway Company.	⁵ 4.00		⁵ 4.00	
1337	Tifton and Northeastern Railroad Company ⁶	25.00	25.00	25.00	25.00
1338	Tuskegee Railroad Company.....	5.50		5.50	
1339	Valdosta Southern Railway Company.....	10.00	10.00	10.00	10.00
1340	W. T. Smith Lumber Company's Railroad.....	18.00	18.00	18.00	18.00
1341	Wadley and Mount Vernon Railroad Company....	30.00	.90	30.00	.90
1342	Waycross Air Line Railroad Company.....	⁵ 30.00		⁵ 30.00	
1343	Wrightsville and Tennille Railroad Company.....	36.00		36.00	
1344	Yellow River Railroad Company.....	27.50		27.50	

¹ See page 250, No. 1100, for totals covering entire road.

² Decrease.

³ Report for period, September 28, 1895 to June 30, 1896.

⁴ Report for period, December 18, 1895 to June 30, 1896.

⁵ Unofficial figures.

⁶ Report for six months ending June 30, 1896.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent.....	1100
Subsidiary road, fixed money rental. Contract covered by that made by Atlanta & Charl. Air Line Ry. and Rich. & Danv. R. R., Mar. 26, 1881, under which all revenues are received and accounted for to this company. Assumed by Sn. Ry., July 1, 1894.	1317
Subsidiary road, other relation. Controlled and operated by Southern Ry. since Aug. 1, 1894, through ownership of majority of capital stock. Southern Ry. pays over the entire net earnings to this company.	1318
Subsidiary road, fixed money rental. Contract covered by that made by Atlanta & Charl. Air Line Ry. and Rich. & Danv. R. R., Mar. 26, 1881, under which all revenues are received and accounted for to this company. Assumed by Sn. Ry., July 1, 1894.	1319
Subsidiary road, other relation. Controlled through ownership of stock and bonds.....	1320
Subsidiary road, other relation. Operated as a proprietary line of Sn. Ry. under contract between that road and the Sn. Ry. in Miss., which provides that the Sn. Ry. proper shall furnish all equipment and pay all interest accruing on the line in Mississippi, the Sn. Ry. to be reimbursed for rental of equipment, and interest on bonds, out of the net earnings.	1321
Subsidiary road, contingent money rental. Agreement dated Nov. 14, 1891, for 25 years, between the Watauga Vy. R. R., to which the Watauga R. R. is successor, and E. Tenn., Va. & Ga. Ry., merged in Sn. Ry., Aug. 1, 1894. Used as a siding by Sn. Ry. A charge of \$2 per car is made by Sn. Ry. for switching cars from tannery at end of track, the Watauga R. R. receiving 20 per cent of revenue arising from such business, first deducting 20 per cent of cost of repairs of track.	1322
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	1323
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	1324
Operating road, subsidiary, other relation. Road in process of reorganization.....	1325
Independent road. "Line owned" not in operation.....	1326
Operating road, independent.....	1327
Independent road. "Line owned" not in operation.....	1328
Operating road, independent.....	1329
do.....	1330
Independent road. "Line owned" not in operation.....	1331
Operating road, independent.....	1332
do.....	1333
Independent road. "Line owned" not in operation.....	1334
Private road.....	1335
Operating road, independent.....	1336
Operating road, independent.....	1337
Operating road, independent. Operated by copartnership composed of E. T. Verner, Mrs. L. V. Alexander, and Campbell & Wright, each owning a one-third interest.	1338
Operating road, independent.....	1339
Private logging road.....	1340
Operating road, independent.....	1341
do.....	1342
do.....	1343
Operating road, independent. Mainly used in hauling logs.....	1344

204 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VI.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
	Total—Group VI	40,666.54	220.33		
1345	Abbotsford and Northeastern Railroad Company.	15.16		15.16	
1346	Alnapee and Western Railway Company.....	34.00		34.00	
1347	Ames and College Railway Company.....	1.98		1.98	
1348	Ashland, Siskiwit and Iron River Logging Rail- way Company.	28.00	28.00	28.00	28.00
1349	Atchison, Topeka and Santa Fe Railway Com- pany. ¹	593.30		614.11	
	[Line east of Kansas City, Missouri.]				
171	Baltimore and Ohio Railroad Company: ²				
741	Baltimore and Ohio Southwestern Railway Company. ³	372.28		375.22	
	[Line west of Vincennes, Indiana.]				
1350	Belt Railway Company of Chicago.....			21.31	
1351	Big Falls Railway Company.....	9.00	9.00	15.00	15.00
1352	Boone Valley Coal and Railway Company.....	3.00	⁴ 1.00	3.00	⁴ 1.00
1353	Brainerd and Northern Minnesota Railway Com- pany.	104.83	45.70	104.83	45.70
1354	Burlington, Cedar Rapids and Northern Railway pany.	446.16		1,136.47	2.18
1355	Cedar Rapids and Clinton Railway Company...	81.94			
1356	Cedar Rapids, Iowa Falls and Northwestern Railway Company.	494.98	10.63		
1357	Chicago, Decorah and Minnesota Railway Com- pany.	23.30			
1358	Iowa City and Western Railway Company.....	73.02			
1359	Waverly Short Line Railway Company.....	5.68			
66	Canadian Pacific Railway Company: ⁵				
1360	Duluth, South Shore and Atlantic Railway Company.	574.09	⁴ 3.20	583.84	⁴ 3.20
1361	Dead River Railroad Company.....	2.98		2.98	
1362	Mineral Range Railroad Company.....	17.40	⁴ 6.50	17.40	⁴ 6.50
1363	Hancock and Calumet Railroad Company...	31.19	.88	31.42	1.11
1364	Minneapolis, Saint Paul and Sault Sainte Marie Railway Company.	1,170.21		1,188.71	
1365	Centralia and Chester Railroad Company.....	66.00	5.00	66.00	5.00
1366	Cherry Valley Railroad Company.....	6.00		6.00	
1367	Chicago and Alton Railroad Company.....	384.20		⁶ 843.35	
1368	Joliet and Chicago Railroad Company.....	37.20			
1369	Kansas City, Saint Louis and Chicago Railroad Company. ⁷	55.48			
	[Line east of Missouri River.]				

¹ See page 250, No. 1349, for totals covering entire road.² Inserted to show relation of road following.³ See page 250, No. 741, for totals covering entire road.⁵ Inserted to show relation of five roads following.⁴ Decrease.⁶ Includes 106.34 miles lying in Group VIII.⁷ See page 250, No. 1369, for totals covering entire road.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent.....	1345
do.....	1346
do.....	1347
Private logging road.....	1348
Operating road, independent.....	1349
Operating road, subsidiary, other relation. Controlled through ownership of capital stock....	171 741
Operating road, independent. Transfer company. "Line operated" is leased from Chic. & Wn. Ind. R. R. Lease dated Mar. 31, 1883. Supplemental leases dated July 28, 1890, and Oct. 1, 1891, give the Belt Ry. Co. of Chic. exclusive use of certain tracks and rolling stock.	1350
Operating road, independent. "Line owned" and "line operated" include 9 miles leased from Wall-Spalding Lum. Co.	1351
Operating road, independent.....	1352
do.....	1353
do.....	1354
Subsidiary road, contingent money rental. Leased May 15, 1883, in perpetuity, for 30 per cent of gross earnings annually, which shall be sufficient to pay interest on bonds of lessor; lessee guarantees principal of bonds at maturity, and pays taxes and assessments; any unexpended balance after retirement of bonds to be paid lessor. Controlled through ownership of entire capital stock.	1355
Subsidiary road, contingent money rental. Leased June 23, 1881, in perpetuity, for 30 per cent of gross earnings annually, which shall be sufficient to pay interest on bonds of lessor; lessee guarantees principal of bonds at maturity, and pays taxes and assessments; any unexpended balance after retirement of bonds to be paid lessor. Controlled through ownership of entire capital stock.	1356
Subsidiary road, contingent money rental. Leased Mar. 15, 1884, in perpetuity, for 30 per cent of gross earnings annually, which shall be sufficient to pay interest on bonds of lessor; lessee guarantees principal of bonds at maturity, and pays taxes and assessments; any unexpended balance after retirement of bonds to be paid lessor. Controlled through ownership of entire capital stock.	1357
Subsidiary road, contingent money rental. Leased June 8, 1880, for corporate existence. Terms of lease same as that of Chic., Dec. & Minn. Ry. Controlled through ownership of entire capital stock.	1358
Subsidiary road, contingent money rental. Leased July 1, 1886, for 18 years; rental, 7 per cent of entire earnings on business to and from Waverly, including other points to which the lessee has joint through billing arrangements; also all taxes.	1359
Operating road, subsidiary, other relation. Controlled through ownership of capital stock.....	66 1360
Operating road, subsidiary, other relation.....	1361
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.	1362
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	1363
do.....	1364
Operating road, independent.....	1365
Operating road, independent. Operated by the Maramec Iron Mining Co.....	1366
Operating road, independent.....	1367
Subsidiary road, fixed money rental. Leased Jan. 1, 1864, in perpetuity, for 7 per cent per annum on stock, and all organization expenses.	1368
Subsidiary road, contingent money rental. Leased Nov. 1, 1879, in perpetuity, for 35 per cent of gross earnings, less assessments and taxes; any balance after paying interest on bonds, 6 per cent on preferred and 7 per cent on common stock, after deducting taxes, etc., to be retained by lessee.	1369

GROUP VI.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		Miles.	Miles.	Miles.	Miles.
1370	Chicago and Alton Railroad Company—Contd. Louisiana and Missouri River Railroad Com- pany.	100.80			
1371	Mississippi River Bridge Company.....	1.33			
1372	Saint Louis, Jacksonville and Chicago Railroad Company.	158.00			
1373	Chicago and Eastern Illinois Railroad Company..	¹ 437.28		² 521.57	
1374	Chicago and Western Indiana Railroad Com- pany.	48.58			
1375	Evansville, Terre Haute and Chicago Railway Company.	³ 48.58			
1376	Indiana Block Coal Railroad Company.....	⁴ 12.62			
1377	Chicago and Illinois Southern Railway Company.	.42		.42	
1378	Chicago and Northern Pacific Railroad Company.	45.46		45.46	
1379	Chicago and Northwestern Railway Company....	3,782.29		5,030.78	
1380	Dakota Central Railway Company.....	723.93			
1381	Oshkosh Transportation Company.....	4.28			⁵ 4.28
1382	Princeton and Western Railway Company.....	16.06			
1383	Saint Paul Eastern Grand Trunk Railway Company.	60.02			
1384	Winona and Saint Peter Railroad Company.....	448.48			
1385	Sioux City and Pacific Railroad Company.....	⁶ 107.42		⁶ 107.42	
1386	Chicago and Texas Railroad Company.....	75.00		81.70	
1387	Chicago, Burlington and Quincy Railroad Com- pany. ⁷	2,214.15	95.60	2,356.45	139.67
1388	[Line east of Missouri River.] Quincy, Alton and Saint Louis Railway Com- pany.	46.36			
1389	Burlington and Northwestern Railway Com- pany.	38.73		52.50	
1390	Burlington and Western Railway Company....	70.70		104.20	
1391	Chicago, Burlington and Kansas City Railway Company.	181.56		220.95	
1392	Chicago, Burlington and Northern Railroad Company of Wisconsin and Minnesota.	247.65		372.25	
1393	Chicago, Burlington and Northern Railroad Company of Illinois.	94.05			
1394	Hannibal and Saint Joseph Railroad Company..	289.22	.02	297.32	.02
1395	Quincy Railroad Bridge Company.....	1.43			
1396	Kansas City, Saint Joseph and Council Bluffs Railroad Company.	310.85		⁸ 309.50	.01
1397	Leavenworth Terminal Railway and Bridge Company.	⁸ 1.75			
1398	Saint Louis, Keokuk and Northwestern Rail- road Company.	225.80	.04	237.57	⁵ .08
1399	Chicago, Fairchild and Eau Claire River Railroad Company.	18.00	8.00	18.00	8.00
1400	Chicago, Fort Madison and Des Moines Railway Company.	71.00		71.00	

¹ Includes 176.52 miles lying in Group III.² Includes 238.34 miles lying in Group III.³ Includes 43.10 miles lying in Group III.⁴ Decrease.⁵ See page 250, No. 1387, for totals covering entire road.⁶ Includes .75 mile lying in Group VIII.⁷ Includes 238.34 miles lying in Group III.⁸ Lies in Group III.⁹ Includes 26.95 miles lying in Group VII.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Subsidiary road, fixed money rental. Leased Nov. 13, 1894, for 999 years. Lessee guarantees principal and interest on all mortgage bonds, 7 per cent on guaranteed preferred capital stock, and the floating debt of the company.	1370
Subsidiary road, fixed money rental. Leased Dec. 3, 1877, in perpetuity, lessee assuming to pay principal and interest on \$700,000 bonds at maturity and an annual dividend of 7 per cent on \$300,000 capital stock.	1371
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	1372
Operating road, independent.....	1373
Subsidiary road, other relation. Leased to Chic. & En. Ill., Wabash, Chic. & Erie R. Rs., Atch., Top. & S. Fe, Chic. & Gr. Trunk, Elgin, Joliet & En., Louisv., New Alb. & Chic. Rys., Belt Ry. of Chic., and the Chic. Elevator Co., each lessee paying its wheelage proportion of operating expenses. Of "line owned," 21.31 miles operated by Belt Ry. of Chic. and 6.84 miles by Chic. & En. Ill. R. R.	1374
Subsidiary road, fixed money rental. Leased May 1, 1880, for 999 years, for \$84,000 per annum; lease amended Dec. 2, 1889; rental, \$75,000 per annum and all taxes.	1375
Subsidiary road, fixed money rental. Leased June 1, 1878, to Evansv., T. Haute & Chic. Ry. for 99 years; lease assumed by Chic. and En. Ill. R. R., Apr. 30, 1880; annual rental, \$12,500.	1376
Operating road, independent. Used in connection with Danville grain elevator.....	1377
Operating road, independent. A. L. Hopkins, Receiver; appointed July 1, 1895	1378
Operating road, independent. Includes 4.28 miles of Oshkosh Transp. Co. in sidings.....	1379
Subsidiary road, other relation. Controlled through ownership of capital stock.....	1380
Subsidiary road, other relation. Tracks used only by the Chic. & N. Wn. Ry. under switching contract providing special rates for loaded cars.	1381
Subsidiary road, other relation. Controlled through ownership of capital stock.....	1382
Subsidiary road, contingent money rental. Leased to Milw., L. Shore & Wn. Ry., Oct. 31, 1884, for 99 years; rental, 30 per cent of gross earnings and interest on bonds. Lease acquired by Chic. & N. Wn. Ry., Aug. 19, 1893.	1383
Subsidiary road, other relation. Controlled through ownership of capital stock.....	1384
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	1385
Operating road, independent.....	1386
do	1387
Subsidiary road, fixed money rental. Leased Feb. 1, 1876, in perpetuity; rental, \$42,000 per annum.	1388
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	1389
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.	1390
do	1391
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	1392
Subsidiary road, other relation. Controlled through ownership of entire capital stock and bonds.	1393
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	1394
Subsidiary road, fixed money rental. Leased Jan. 1, 1869, during life of charter, to Chic., Burl. & Quin., and Hann. & St. Jos. R. Rs., at an annual rental of 10 per cent on capital stock.	1395
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock. Of "line owned," 7.44 miles leased to Chic., Burl. & Quin. R. R.	1396
Subsidiary road, fixed money rental. Leased Jan. 2, 1894, for 30 years, to Kans. Cy., St. Jos. & Coun. Bluffs R. R., and Chic., Rock I. & Pac. Ry., each tenant to pay the sum of \$9,000 the first day of June and Dec. of each year; also, leased to Chic. Gt. Wn. Ry., Sept. 1, 1895, for 30 years, for \$12,800 per annum.	1397
Operating road, subsidiary, other relation. Controlled through ownership of capital stock.....	1398
Private road. Owned and operated by the N. C. Foster Lum. Co.....	1399
Operating road, independent.....	1400

GROUP VI.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
1401	Chicago Great Western Railway Company	844.48	5.81	931.20	6.69
1402	Chicago, Hammond and Western Railroad Com- pany.	.....	.....	10.00	10.00
1403	Hammond and Blue Island Railroad Company..	10.00	10.00	.....	.....
1404	Chicago, Iowa and Dakota Railway Company	26.40	.36	26.40	.36
1405	Chicago, Lake Shore and Eastern Railway Com- pany.	.....	.....	347.38	347.38
1406	Calumet and Blue Island Railway Company....	64.33	27.83	.....	¹ 304.61
1407	Chicago and Kenosha Railway Company	3.63	¹ .05	.....	.....
1408	Chicago and Southeastern Railway (of Illinois) .	14.84	1.41	.....	.....
1409	Joliet and Blue Island Railway Company	32.62	13.62	.....	.....
1410	Milwaukee, Bay View and Chicago Railroad Company.	11.96	¹ .04	.....	.....
1411	Chicago, Milwaukee and Saint Paul Railway Com- pany.	6,145.18	¹ 23.55	6,187.92	¹ 18.50
1412	Wisconsin Midland Railroad Company .....	.....	.....	.....	.....
1413	Chicago, Paducah and Memphis Railroad Company	99.98	.....	99.98	.....
1414	Chicago, Peoria and Saint Louis Railroad Com- pany. ²	166.68	2.48	234.66	13.01
1415	Chicago, Rock Island and Pacific Railway Com- pany. ³	1,182.54	.....	1,591.66	.....
1416	[Line east of Missouri River.] Des Moines and Fort Dodge Railroad Company.	138.36	.....	.....	.....
1417	Keokuk and Des Moines Railway Company	162.20	.....	.....	.....
1418	Peoria and Bureau Valley Railroad Company ..	46.70	.....	.....	.....
1419	Chicago, Saint Paul, Minneapolis and Omaha Railway Company. ⁴	1,150.17	10.88	1,217.66	.....
1420	[Line east of Missouri River.] Chicago Union Transfer Railway Company.....	⁵ 15.34	.....	.....	.....
1421	Chippewa River and Menomonie Railway Com- pany.	32.50	.....	32.50	.....
789	Cleveland, Cincinnati, Chicago and Saint Louis Railway Company. ⁶	478.39	¹ .84	481.79	¹ .44
1422	[Line west of Terre Haute, Indiana.] Kankakee and Seneca Railway Company.....	42.08	.....	42.08	.....
798	Peoria and Eastern Railway Company ⁷ [Line west of Danville, Illinois.]	122.84	.....	131.86	.....
1423	Crescent Springs Logging Railway Company....	20.00	4.00	20.00	4.00
1424	Crooked Creek Railroad and Coal Company.....	22.41	.....	22.41	.....
1425	De Pue, Ladd and Eastern Railroad Company....	3.50	.....	3.50	.....
1426	Des Moines Northern and Western Railroad Company.	150.00	.....	151.00	.....
1427	Des Moines Union Railway Company.....	2.70	.....	2.70	.....
1428	Drummond and Southwestern Railway Company.	18.47	9.22	18.47	9.22
1429	Duluth and Iron Range Railroad Company.....	172.85	.....	173.65	.....
1430	Duluth and Winnipeg Railroad Company.....	100.00	.....	123.55	¹ .57
1431	Duluth and Winnipeg Terminal Company.....	1.25	.23	.....	.....
1432	Duluth, Missabe and Northern Railway Company.	136.54	6.70	138.44	6.70
1433	Duluth, Mississippi River and Northern Railroad Company.	35.00	¹ 30.00	35.00	5.00
1434	Duluth, Red Wing and Southern Railroad Com- pany.	28.00	.....	28.00	.....
1435	Duluth Transfer Railway Company.....	11.82	.....	11.82	.....
1436	East Saint Louis Connecting Railway Company..	6.67	.....	6.67	.....

¹ Decrease.² Report for five months ending June 30, 1896.³ See page 250, No. 1415, for totals covering entire road.⁴ See page 250, No. 1419, for totals covering entire road.⁵ Unofficial figures.⁶ See page 250, No. 789, for totals covering entire road.⁷ See page 250, No. 798, for totals covering entire road.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6		
Remarks.		No.
Operating road, independent.....		1401
do.....		1402
Subsidiary road.....		1403
Operating road, independent.....		1404
do.....		1405
Subsidiary road, fixed money rental. Agreement dated May 1, 1896, for 20 years; rental, interest on bonds, maintenance, assessments, charges, and all taxes.		1406
do.....		1407
do.....		1408
do.....		1409
do.....		1410
Operating road, independent.....		1411
Subsidiary road. Mileage included in that of Chic., Milw. & St. P. Ry.....		1412
Operating road, independent.....		1413
do.....		1414
do.....		1415
Subsidiary road, contingent money rental. Leased Jan. 1, 1887, for 18 years, for 30 per cent of gross earnings, with a guarantee of interest on bonds amounting to \$104,880 per annum.		1416
Subsidiary road, contingent money rental. Leased Oct. 1, 1878, for 45 years, for 25 per cent of gross earnings, with a guarantee of interest on bonds.		1417
Subsidiary road, fixed money rental. Leased Apr. 14, 1854, in perpetuity, at \$125,000 per annum.		1418
Operating road, independent.....		1419
Independent road. "Line owned" not in operation.....		1420
Operating road, independent.....		1421
do.....		789
Operating road, subsidiary, other relation. Entire issue of capital stock and bonds of this road owned by Clev., Cin., Chic. & St. L., and Chic., Rock I. & Pac. Rys., each one-half.		1422
Operating road, subsidiary, other relation. Controlled through ownership of one-half the capital stock; operated by Clev., Cin., Chic. & St. L. Ry. under guarantee of payment of interest on bonds and all current expenses, and advancement of any deficit. Agreement effective Apr. 1, 1890.		798
Private road. Owned by Shell Lake Co.....		1423
Operating road, independent.....		1424
Private road. Used by Chic., Burl. & Quin. R. R. as a coal switch.....		1425
Operating road, independent.....		1426
do.....		1427
do.....		1428
do.....		1429
Operating road, independent. W. F. Fitch, Receiver; appointed Oct. 11, 1894, prior to which date road was operated by the North Star Construction Co.		1430
Subsidiary road, contingent money rental. Contract dated May 1, 1896; rental contingent upon the number of tons of freight handled over line.		1431
Operating road, independent.....		1432
do.....		1433
do.....		1434
do.....		1435
do.....		1436

GROUP VI.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2		3		4		5	
		LINE OWNED.		LINE OPERATED.		LINE OPERATED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
1437	Elgin, Joliet and Eastern Railway Company.....	¹ 185.34	.27	² 201.69	16.62				
1438	Forest City and Sioux City Railroad Company...	17.50			³ 17.50				
1439	Frost Shingle Company's Railroad.....	7.12		7.12					
1440	Fulton County Narrow Gauge Railway Company.	61.00		61.00					
1441	Galesburg, Etherley and Eastern Railroad Com- pany.	11.60							
1442	Great Northern Railway Company ⁴ [Line east of Minot, North Dakota.]			2,338.02	³ .37				
1443	St. Paul, Minneapolis and Manitoba Railway Company. ⁵ [Line east of Minot, North Dakota.]	2,338.02	³ .37						
1444	Duluth, Watertown and Pacific Railway Com- pany.	69.84		69.84					
1445	Eastern Railway Company of Minnesota.....	72.39		190.53	8.17				
1446	Duluth Terminal Railway Company.....	1.78		1.78					
1447	Willmar and Sioux Falls Railway Company....	205.25		205.25					
1448	Green Bay and Western Railroad Company ⁶	225.00	225.00	225.00	225.00				
1449	Iola and Northern Railroad Company	4.70	4.70	4.70	4.70				
1450	Gulf and Manitoba Railway Company	1.87	1.87						
1451	Hannibal Union Depot Company.....	.90		.90					
1452	Hazellurst and Southeastern Railway Company ⁷ .	13.00	13.00	13.00	13.00				
1453	Hecla and Torch Lake Railroad Company.....	⁸ 11.05		⁸ 11.05					
1454	Hermansville and Western Railway Company....	10.00		10.00					
1218	Illinois Central Railroad Company ⁹ [Line north of Cairo, Illinois.]	705.50		¹⁰ 2,232.93	239.04				
1455	Blue Island Railroad Company.....	3.96							
1456	Chicago and Springfield Railroad Company.....	111.47							
1457	Chicago, Havana and Western Railroad Com- pany.	131.62							
1458	Chicago, Madison and Northern Railroad Com- pany.	231.30							
1459	Dubuque and Sioux City Railroad Company....	599.59	75.57						
1460	Kankakee and Southwestern Railroad Com- pany.	131.26							
1461	Rantoul Railroad Company.....	¹⁰ 74.43							
1462	Saint Louis, Alton and Terre Haute Railroad Company.	14.40			³ 239.04				
1463	Belleville and Carondelet Railroad Company..	17.30							
1464	Belleville and Eldorado Railroad Company...	50.20							

¹ Includes 25.91 miles lying in Group III.² Includes 35.51 miles lying in Group III.³ Decrease.⁴ See page 250, No. 1442, for totals covering entire road.⁵ See page 250, No. 1443, for totals covering entire road.⁶ Report for period, June 10 to June 30, 1896. ⁷ Report for five months ending June 30, 1896.⁸ Unofficial figures.⁹ See page 250, No. 1218, for totals covering entire road.¹⁰ Includes 8.22 miles lying in Group III.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	No.
Remarks.	
Operating road, independent.....	1437
Independent road. "Line owned" not in operation. J. F. Way, Receiver; appointed Nov. 19, 1895.	1438
Private road.....	1439
Operating road, independent.....	1440
Independent road. "Line owned" not in operation.....	1441
Operating road, independent.....	1442
Subsidiary road, fixed money rental. Leased Feb. 1, 1890, for 999 years; rental, 6 per cent dividends on stock and interest on bonds, together with expense of maintaining organization.	1443
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.	1444
do.....	1445
Operating road, subsidiary, other relation. Terminal company at Duluth; entire capital stock owned by En. Ry. Co. of Minn.	1446
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.	1447
Operating road, independent.....	1448
Operating road, subsidiary, other relation.....	1449
Independent road. "Line owned" not in operation.....	1450
Operating road, independent. Used by Chic., Burl. & Quin., Hann. & St. Jos., St. L., Keokuk & N. Wn., and Wabash R. Rs., and Mo., Kans. & Tex. Ry.	1451
Operating road, independent.....	1452
Private road. Operated by Calumet and Hecla Mining Co.....	1453
Private logging road. Owned by Wis. Land and Lum. Co.....	1454
Operating road, independent.....	1218
Subsidiary road, other relation. Controlled through ownership of entire capital stock and bonds. Net earnings go to the Ill. Cent. R. R.	1455
Subsidiary road, fixed money rental. Leased Dec. 1, 1877, for 50 years from July 1, 1877; in lieu of annual rental, lessee issued currency bonds for \$2,000,000, secured by lessor on demised property; \$1,600,000 of these bonds were used by lessor to pay for the property, the remainder being reserved for improvements, etc.; lessee agrees to pay principal and interest of these bonds, taxes, assessments, etc.	1456
Subsidiary road, contingent money rental. Leased Apr. 1, 1888, in perpetuity; lessee receives all earnings, pays all expenses, and turns over to lessor any net earnings.	1457
Subsidiary road, contingent money rental. Line, Chicago to Freeport, Ill., leased Mar. 30, 1888, the remainder from Mar. 1, 1892, in perpetuity; lessor to receive net earnings; lessee owns the entire capital stock and bonds of lessor.	1458
Subsidiary road, other relation. Leased from Jan. 1, 1895, for 12 years; lessee receives all earnings, the net receipts applied to payment of interest on 4 per cent gold bonds of the Ill. Cent. R. R., and out of the residue a fund to be provided for the payment of said bonds at maturity.	1459
Subsidiary road, fixed money rental. Leased Aug. 1, 1881, in perpetuity; in lieu of annual rental, lessee issued \$968,000 registered bonds, secured by lessor on demised property; \$200,000 of these bonds retired a like amount previously issued and secured by same property; residue was for equipping and improving road, lessee agreeing to pay principal and interest and all taxes, assessments, etc.	1460
Subsidiary road, contingent money rental. Leased Dec. 11, 1886, in perpetuity; lessee receives all earnings, pays all expenses, and turns over to lessor any net earnings.	1461
Subsidiary road, fixed money rental. Leased Oct. 1, 1895, for 99 years; rental, interest on bonds, 2½ per cent dividends on capital stock, expenses of operation, maintenance, and taxes. The Ill. Cent. R. R. assumes all obligations of this company as lessee to the owners of the several railroads leased to and heretofore operated by it.	1462
Subsidiary road, fixed money rental. Leased June 1, 1883, for 983 years, at a rental including operation, maintenance, and \$30,000, the interest on first-mortgage bonds. Entire capital stock owned by St. L., Alt. & T. Haute R. R.	1463
Subsidiary road, contingent money rental. Leased July 1, 1880, for 985 years; annual rental, 30 per cent of the first \$125,000 gross earnings and 15 per cent of earnings in excess thereof; minimum guaranteed to be 7 per cent on \$220,000 first-mortgage bonds.	1464

212 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VI.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
1465	Illinois Central Railroad Company—Continued. [Line north of Cairo, Illinois.] Saint Louis, Alton and Terre Haute Railroad Company—Continued. Belleville and Southern Illinois Railroad Company.	56.40	.....	.....	.....
1466	Chicago, Saint Louis and Paducah Railway Company.	53.50	.....	.....	.....
1467	Saint Louis Southern Railroad Company.....	30.00	.....	.....	.....
1468	Carbondale and Shawneetown Railroad Company.	17.24	.....	.....	.....
1469	South Chicago Railroad Company.....	4.76	.....	.....	.....
1470	Illinois Terminal Railroad Company.....	7.80	7.80	7.80	7.80
839	Indiana, Decatur and Western Railway Com- pany. ¹	75.76	.....	75.76	.....
	[Line in Illinois.]				
840	Indiana, Illinois and Iowa Railroad Company ² ...	69.61	.....	69.61	.....
	[Line in Illinois.]				
1471	Iowa Central Railway Company.....	502.91	.....	508.98	11.38
1472	Keithsburg Bridge Company.....	2.57	.....	.....	.....
1473	Albia and Centerville Railway Company.....	24.44	.....	24.44	.....
1474	Iowa Northern Railway Company.....	6.93	.....	6.93	.....
1475	Iron Range and Huron Bay Railroad Company...	34.00	³ .70	.....	.....
1476	Jacksonville, Louisville and Saint Louis Railway Company.	112.10	.10	132.50	.80
1477	Chicago, Greenville and Southern Railway Company.	3.90	.20	.....	.....
1478	Louisville and Saint Louis Railway Company..	16.50	.50	.....	.....
1479	Kansas City and Atlantic Railroad Company.....	26.20	.....	20.20	.....
1480	Keokuk and Hamilton Bridge Company.....	2.00	.....	2.00	.....
1481	Keokuk and Western Railroad Company.....	142.80	.....	147.97	.....
1482	Des Moines and Kansas City Railway ⁴	112.00	.....	112.00	.....
1483	Kewaunee, Green Bay and Western Railroad Company.	37.82	4.91	37.82	2.91
1484	Kickapoo Valley and Northern Railway Company.	34.00	.....	34.00	.....
1485	Lake Michigan and Northern Railroad Company	10.00	³ 2.00	.....	³ 12.00
1486	Lake Superior and Ishpeming Railway Company.	7.00	7.00	.....	.....
1487	Lake Superior Terminal and Transfer Railway. Company.	15.70	.06	15.70	.06
1488	La Salle and Bureau County Railroad Company..	6.35	.....	6.35	.....
1489	Litchfield, Carrollton and Western Railway Com- pany.	51.50	.....	57.80	.....
1240	Louisville and Nashville Railroad Company ⁵	⁶ 208.74	.....	⁶ 208.74	.....
	[Line north of Ohio River.]				
1490	Madison, Alton and Chicago Railway Company...	⁷ 10.00	.....	⁷ 10.00	.....
1491	Manistique Railway Company.....	59.50	.....	59.50	.....
1492	Marinette, Tomahawk and Western Railway Company. ⁸	14.30	14.30	14.30	14.30
1493	Marshfield and Southeastern Railway Company ⁹ .	30.00	30.00	30.00	30.00
1494	Mason City and Fort Dodge Railroad Company..	92.00	.....	92.00	.....
1495	Mattoon Railway Company.....	15.00	15.00	15.00	15.00
1496	Milwaukee and Superior Railway Company.....	16.20	1.10	16.20	1.10

¹ See page 250, No. 839, for totals covering entire road.² See page 250, No. 840, for totals covering entire road.⁴ Report for period, December 5, 1895 to June 30, 1896.⁵ See page 250, No. 1240, for totals covering entire road.⁶ Includes 28.33 miles lying in Group III.⁸ Report for six months ending June 30, 1896.⁹ Report for period, February 20 to June 30, 1896.³ Decrease.⁷ Unofficial figures.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6		
Remarks.		No.
Subsidiary road, contingent money rental. Leased Oct. 1, 1866, for 999 years; annual rental, 40 per cent of first \$7,000 earnings per mile per annum, except on coal and on the business from Bellev. & Eldo. R. R., St. L. Sn. R. R. and St. L. & S. Wn. R. R., the rate being 30 per cent, 30 per cent of earnings in excess thereof not exceeding \$14,000, and 20 per cent of all earnings in excess of \$14,000.		1465
Subsidiary road, contingent money rental. Leased Mar. 1, 1888, for 978 years; annual rental, 30 per cent gross earnings; principal and interest of \$1,000,000 5 per cent gold bonds guaranteed. Entire capital stock owned by St. L., Alt. & T. Haute R. R.		1466
Subsidiary road, contingent money rental. Leased Dec. 1, 1886, for 980 years; annual rental, 30 per cent of gross earnings, guaranteed to be at least \$32,000, all taxes, assessments, etc.		1467
Subsidiary road, fixed money rental. Leased Dec. 1, 1886, for 980 years, at \$10,000 per annum; included in lease of St. L. Sn. R. R. to St. L., Alt. & T. Haute R. R.		1468
Subsidiary road, contingent money rental. Leased July 1, 1890, in perpetuity; lessee receives all earnings, pays all expenses, and turns over to lessor any net earnings.		1469
Operating road, independent. Tracks located in the city of Alton, Ill.		1470
Operating road, independent.		839
do.		840
do.		1471
Subsidiary road, fixed money rental. Operated under contract; rental, operating expenses and taxes, and the principal and interest of bonds guaranteed.		1472
Operating road, subsidiary, other relation. All train service furnished by Io. Cent. Ry. at fixed rate per train mile.		1473
Operating road, independent.		1474
Independent road. "Line owned" not in operation.		1475
Operating road, independent. Samuel P. Wheeler, Receiver; appointed May 16, 1894.		1476
Subsidiary road, other relation. Operated by Receiver of the Jacksonv., Louisv. & St. L. Ry.		1477
do.		1478
Operating road, independent. Of "line owned," 6.00 miles not in operation.		1479
Operating road, independent.		1480
do.		1481
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock and bonds.		1482
Operating road, independent.		1483
Operating road, independent. E. A. Wadhams, Receiver; appointed Mar. 3, 1894.		1484
Private logging road. "Line owned" not in operation.		1485
Independent road. "Line owned" not in operation.		1486
Operating road, independent. Used for the purpose of transferring cars between and to industries established on tracks of the following companies: Nn. Pac., and St. P. & Duluth R. Rs. and Duluth, S. Shore & Atl., Sup. S. Line Rys. and En. Ry. of Minn.		1487
Operating road, independent.		1488
Operating road, independent. Joseph Dickson, Receiver; appointed May 16, 1896.		1489
Operating road, independent.		1240
Operating road, independent. Tracks in yards of Madison Car Company, at Madison, Ill.		1490
Operating road, independent.		1491
do.		1492
do.		1493
do.		1494
Operating road, independent. Operated principally in connection with Mattoon Mfg. Co.		1495
Operating road, independent.		1496

GROUP VI.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1	2	3	4	5
	Name of road.	LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by comparison with June 30, 1895.	Length.	Increase as shown by comparison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
1497	Minneapolis and Saint Louis Railroad Company.	371.85	.....	369.76	.....
1498	Wisconsin, Minnesota and Pacific Railroad Company.	216.60	.....	216.60	.....
1499	Minneapolis Eastern Railway Company.....	2.94	.....	1.13	.....
1500	Minneapolis, New Ulm and Southwestern Railroad Company.	18.72	18.72	.....	.....
1501	Minneapolis Union Railway Company	2.63	.....	2.63	.....
1502	Minnesota and Southeastern Railway Company..	27.00	27.00	27.00	27.00
1503	Minnesota and Wisconsin Railway Company.....	26.00	.....	26.00	.....
1504	Minnesota Belt Line Railway and Transfer Company.	11.07	.....	11.07	.....
1276	Mobile and Ohio Railroad Company ¹ .....	.....	.....	160.60	.....
	[Line north of Cairo, Illinois.]				
1505	Saint Louis and Cairo Railroad Company.....	160.60	.....	.....	.....
1506	Munising Railway Company.....	24.94	24.94	24.94	24.94
1507	Northern Mississippi Railway Company.....	26.00	26.00	26.00	26.00
1508	Northern Pacific Railroad Company ²	³ 731.98	⁴ 4.97	³ 2,042.75	⁴ 9.46
	[Line east of Montana.]				
1509	Duluth and Manitoba Railroad Company.....	210.12	1.11	.....	.....
1510	Duluth, Crookston and Northern Railroad Company.	44.51	⁴ .20	.....	.....
1511	Fargo and Southwestern Railroad Company....	87.51	⁴ .29	.....	.....
1512	James River Valley Railroad Company.....	63.75	⁴ .15	.....	.....
1513	Jamestown and Northern Railroad Company...	102.59	⁴ 1.44	.....	.....
1514	Jamestown and Northern Extension Railroad Company.	18.03	.....	.....	.....
1515	Little Falls and Dakota Railroad Company.....	89.28	.06	.....	.....
1516	Little Falls and Southern Railroad Company...	2.00	.....	.....	.....
1517	Northern Pacific, Fergus and Black Hills Railroad Company.	117.23	⁴ .74	.....	.....

¹ See page 250, No. 1276, for totals covering entire road.² See page 250, No. 1508, for totals covering entire road.³ Includes 167.99 miles lying in Group VII.⁴ Decrease.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent. "Line owned" includes 13.09 miles leased to St. P. & Duluth R. R.	1497
Operating road, subsidiary, contingent money rental. Agreement dated Apr. 15, 1884, under which Minneap. & St. L. Ry. was to operate this road and pay it the net earnings. The Chic., Rock I. & Pac. Ry. Co. owns all the stock and bonds of Wis., Minn. & Pac. R. R. The same conditions assumed by the Minneap. & St. L. R. R.	1498
Operating road, independent. Of "line owned," 1.81 miles not in operation.....	1499
Independent road. "Line owned" not in operation.....	1500
Operating road, independent. The Gt. Nn., Chic., St. P., Minneap. & Om., and Minneap., St. P. & S. S. Marie Rys., Chic., Burl. & Nn., Nn. Pac. R. Rs., and the Wis. Cent. Lines and En. Ry. of Minn., all occupy the same facilities practically on the same basis.	1501
Operating road, independent.....	1502
Operating road, independent. David B. Dewey, Receiver; appointed Dec. 11, 1893.....	1503
Operating road, independent. Road operated by Joseph Roby, Receiver of the Minneap. Stock Yards & Packing Co., of which company the Minneap. Belt Line is an asset.	1504
Operating road, independent.....	1276
Subsidiary road, contingent money rental. Leased Feb. 1, 1886, for 45 years; rental, 25 per cent of $\frac{1}{4}$ of gross earnings of entire system, which lessee guarantees to be at least \$165,000 per annum.	1505
Operating road, independent. Road does small local business as offered, such as will not interfere with construction.	1506
Private logging road.....	1507
Operating road, independent. "Line operated" includes 265.12 miles not in the United States. E. H. McHenry and F. G. Bigelow, Receivers; appointed in Wisconsin, Sept. 28, 1895, in Minnesota and North Dakota Sept. 30, 1895.	1508
Subsidiary road, fixed money rental. Leased June 1, 1887, for 50 years; rental, interest and sinking-fund charges on bonded debt. On Aug. 15, 1893, road passed into the hands of Receivers of Nn. Pac. R. R., who declined to assume the lease mentioned. Operated by Receivers of Nn. Pac. R. R. under terms of a contract made retroactive to Aug. 16, 1893, providing for payment of a portion of coupons.	1509
Subsidiary road. Operated by Receivers of Nn. Pac. R. R.....	1510
Subsidiary road, contingent money rental. Contract dated July 1, 1882, for 99 years, under which Nn. Pac. R. R. guarantees the net earnings of this company to equal the interest and sinking-fund charges on bonded debt, the entire stock to become the property of Nn. Pac. R. R. when the bonds of this company shall have been retired or their payment provided for. On Aug. 15, 1893, road passed into the hands of Receivers of Nn. Pac. R. R., who declined to assume the lease mentioned. Operated by Receivers of Nn. Pac. R. R. under terms of a contract made retroactive to Aug. 16, 1893, on basis of net earnings.	1511
Subsidiary road, contingent money rental. Leased Jan. 1, 1886, for 999 years; rental, interest and sinking-fund charges on bonds. On Aug. 15, 1893, road passed into the hands of Receivers of Nn. Pac. R. R., who declined to assume the lease mentioned. Operated by Receivers of Nn. Pac. R. R. under terms of a contract for net earnings retroactive to Aug. 16, 1893.	1512
Subsidiary road, contingent money rental. Contract dated July 1, 1882, for 99 years, under which Nn. Pac. R. R. guarantees the net earnings of this company to equal the interest and sinking-fund charges on bonded debt, the entire stock to become the property of Nn. Pac. R. R. when the bonds of this company shall have been retired or their payment provided for. On Aug. 15, 1893, road passed into the hands of Receivers of Nn. Pac. R. R., who declined to assume the contract mentioned. Operated by Receivers of Nn. Pac. R. R. under terms of a contract made retroactive to Aug. 16, 1893, on basis of net earnings.	1513
Subsidiary road, contingent money rental. Road was operated by Nn. Pac. R. R. under contract guaranteeing net earnings sufficient to meet interest and sinking-fund charges on bonded debt. On Aug. 15, 1893, road passed into the hands of Receivers of Nn. Pac. R. R., who declined to assume the contract mentioned. Operated by Receivers of Nn. Pac. R. R. under terms of a contract made retroactive to Aug. 16, 1893, on basis of net earnings.	1514
Subsidiary road, contingent money rental. Contract dated Oct. 20, 1882, for 99 years; terms same as with Fargo & S. Wn. R. R. On Aug. 15, 1893, road passed into the hands of Receivers of N. Pac. R. R., who declined to assume the contract mentioned. Operated by Receivers of Nn. Pac. R. R. under terms of a contract made retroactive to Aug. 16, 1893, on basis of net earnings.	1515
Subsidiary road, other relation. Road operated by Nn. Pac. R. R., which maintains tracks for their use.	1516
Subsidiary road, contingent money rental. Contract dated Oct. 20, 1882, for 99 years; terms same as with Fargo & S. Wn. R. R. On Aug. 15, 1893, road passed into the hands of Receivers of Nn. Pac. R. R., who declined to assume the contract mentioned. Operated by Receivers of Nn. Pac. R. R. under terms of a contract made retroactive to Aug. 16, 1893, on basis of net earnings.	1517

GROUP VI.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		Miles.	Miles.	Miles.	Miles.
1518	Northern Pacific Railroad Company—Continued. [Line east of Montana.] Northern Pacific, La Moure and Missouri River Railroad Company.	21.33			
1519	Saint Paul and Northern Pacific Railway Com- pany.	192.50	¹ .56		
1520	Sanborn, Cooperstown and Turtle Mountain Railroad Company.	36.75	¹ .20		
1521	Southeastern Dakota Railroad Company.....	14.84			
1522	Chicago and Calumet Terminal Railway Com- pany.	² 44.46		³ 57.13	
1523	Northwestern Coal Railway Company.....	12.82		12.82	
1524	Omaha and Saint Louis Railway Company	145.00		145.00	
1525	Pawnee Railroad Company	9.00		9.00	
1526	Peninsular, Deer Park and Southern Railroad Company.	12.00	5.00	12.00	5.00
1527	Peoria and Pekin Union Railway Company	18.14		18.14	
1528	Peoria, Decatur and Evansville Railway Company.	⁴ 310.77		⁴ 330.87	
1529	Port Arthur, Duluth and Western Railway Com- pany (of Minnesota).	6.00			
1530	Quincy and Torch Lake Railroad Company.....	6.00		6.00	
1531	Quincy, Omaha and Kansas City Railway Company	134.51		138.87	
1532	Rice Lake, Dallas and Menominee Railway Com- pany.	7.52	.42	7.52	.42
1533	Rock Island and Peoria Railway Company	118.00		118.00	
1534	Rockport, Langdon and Northern Railway Com- pany.	5.60		5.60	
1535	Saint Charles Air Line Railroad Company.....	.76		.76	
1536	Saint Joseph Terminal Railroad Company.....	1.02		1.02	
1537	Saint Joseph Union Depot Company.....	1.49	1.29	1.49	1.29
1538	Saint Louis and Eastern Railway	20.26		94.21	
1539	Saint Louis and Peoria Railroad Company	12.87			
1540	North and South Railroad Company.....	51.08	51.08		
1541	Saint Louis and Hannibal Railway Company.....	103.00		103.00	
1542	Saint Louis, Belleville and Southern Railway Company.	13.00	13.00	13.00	13.00
1543	Saint Louis, Chicago and Saint Paul Railroad Company.	110.50		111.00	
1544	Saint Louis, Indianapolis and Eastern Railroad Company.	⁵ 90.00		⁵ 90.00	
1545	Saint Paul and Duluth Railroad Company.....	166.50		247.44	
1546	Duluth Short Line Railway Company.....	17.75			

¹ Decrease.³ Includes 20.64 miles lying in Group III.² Includes 17.08 miles lying in Group III.⁴ Includes 37.72 miles lying in Group III.⁵ Includes 34.00 miles lying in Group III.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
No.	Remarks.
1518	Subsidiary road, contingent money rental. Contract dated June 1, 1887, for 50 years, under which Nn. Pac. R. R. guarantees the net earnings of this company to equal the interest and sinking-fund charges on bonded debt. On Aug. 15, 1893, road passed into the hands of the Receivers of Nn. Pac. R. R., who declined to assume the contract mentioned. Operated by Receivers of Nn. Pac. R. R. under terms of a contract made retroactive to Aug. 16, 1893, on basis of net earnings.
1519	Subsidiary road, fixed money rental. Leased Feb. 1, 1883, for 999 years; annual rental, 40 per cent of gross earnings, which must be equal to interest on bonds; and if necessary the sum of \$10,000 additional to maintain its organization. Capital stock owned by Nn. Pac. R. R.
1520	Subsidiary road, contingent money rental. Contract dated Apr. 18, 1883, for 99 years; terms same as with Fargo & S. Wn. R. R. On Aug. 15, 1893, road passed into the hands of Receivers of Nn. Pac. R. R., who declined to assume the contract mentioned. Operated by Receivers of Nn. Pac. R. R. under terms of a contract made retroactive to Aug. 16, 1893, on basis of net earnings.
1521	Subsidiary road, contingent money rental. Road was operated by the Nn. Pac. R. R. under a traffic contract guaranteeing interest and sinking-fund charges on bonded debt. On Aug. 15, 1893, road passed into the hands of Receivers of Nn. Pac. R. R., who declined to assume the contract mentioned. Operated by Receivers of Nn. Pac. R. R. under terms of a contract made retroactive to Aug. 16, 1893, on basis of net earnings.
1522	Operating road, subsidiary, other relation. Controlled through ownership of capital stock and bonds.
1523	Operating road, independent
1524	Operating road, independent. J. F. Barnard, Receiver; appointed June 22, 1893
1525	Operating road, independent
1526	Private road. Owned by Bradley & Hurst, Bay City, Mich.
1527	Operating road, independent
1528	Operating road, independent. E. O. Hopkins, Receiver; appointed Jan. 10, 1894
1529	Independent road, "Line owned" not in operation. Organized by members of the Gunflint Iron Co., Apr. 28, 1892, when a provisional agreement was made with the Port Arthur, Duluth & Wn. Ry. Co. (of Canada) to operate and maintain the Port Arthur, Duluth & Wn. Ry. (of Minnesota). On completion of the latter, a proper lease was to be executed between the two companies, but for various reasons no lease has been executed up to the present time.
1530	Operating road, independent. Used in connection with Quincy Mine
1531	Operating road, independent. Theodore Gilman and Ward W. Jacobs, Trustees, in possession
1532	Operating road, independent
1533	do
1534	do
1535	Operating road, independent. Owned by Ill. Cent., Mich. Cent., Chic., Burl. & Quin., and Chic. & N. Wn. R. Rs., each having a one-fourth interest. Ill. Cent. R. R. operates the road for the four owners.
1536	Operating road, independent. Capital stock owned by Atch., Top. & S. Fe Ry., and St. Jos. & Gr. I. R. R., and is used for terminal facilities and care of equipment. The expenses, including interest on funded debt, taxes, insurance, etc., being divided each month on basis of tons of freight handled and labor and material furnished.
1537	Operating road, independent. Road furnishes depot facilities for railroads centering at St. Joseph, Mo.
1538	Operating road, independent
1539	Subsidiary road, other relation. Controlled through the ownership of capital stock
1540	do
1541	Operating road, independent
1542	do
1543	Operating road, independent. Charles E. Kimball and Joseph Dickson, Receivers; appointed June 13, 1893.
1544	Operating road, independent
1545	Operating road, independent. "Line operated" includes 13.19 miles owned by Minneap. & St. L. Ry. "Line owned" includes 23.18 miles owned jointly with Nn. Pac. R. R.
1546	Subsidiary road, fixed money rental. Leased Sept. 1, 1886, for 99 years; annual rental, \$25,000, organization expenses, taxes, assessments, etc.; lessee guarantees the bonds and owns all the capital stock of lessor. Entire capital stock owned by St. P. & Duluth R. R.

GROUP VI.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
1547	Saint Paul and Duluth Railroad Company—Contd. Grantsburg, Rush City and Saint Cloud Rail- road Company.	5.00	.....	.....	.....
1548	Saint Cloud, Grantsburg and Ashland Railroad Company.	12.00	.....	.....	.....
1549	Stillwater and Saint Paul Railroad Company...	12.50	.....	.....	.....
1550	Taylor's Falls and Lake Superior Railroad Com- pany.	20.50	.....	.....	.....
1551	Saint Paul Union Depot Company.....	5.63	.....	5.63	.....
1552	Sault Sainte Marie Bridge Company.....	1.22	.01	1.22	.01
1553	Sioux City and Northern Railroad Company.....	96.00	.....	97.28	.....
1554	Sioux City Terminal Railroad Company.....	1.28	.....	.....	.....
1555	Sioux Falls Terminal Railroad Company.....	¹ 7.01	.....	¹ 7.01	.....
1556	South Saint Paul Belt Railroad Company.....	3.58	.08	.....	.....
1557	Southern Iowa Railroad Company.....	¹ 4.53	.....	¹ 4.53	.....
1558	Illinois Western Railroad Company.....	¹ 2.60	.....	¹ 2.60	.....
1559	Swan River Logging Company's Railroad.....	35.00	35.00	35.00	35.00
1560	Tabor and Northern Railway Company.....	8.79	.....	8.79	.....
964	Terre Haute and Indianapolis Railroad Company ² [Line in Illinois.]	.....	.....	324.00	.....
1561	East Saint Louis and Carondelet Railway Com- pany.	12.72	.....	.....	.....
1562	Saint Louis, Vandalia and Terre Haute Rail- road Company.	158.30	.....	.....	.....
1563	Terre Haute and Peoria Railroad Company.....	145.20	7.60	.....	.....
1564	Toledo, Peoria and Western Railway Company...	230.70	.60	247.70	.....
973	Toledo, Saint Louis and Kansas City Railroad Company. ³ [Line in Illinois.]	179.49	.....	179.49	.....
1565	Union Stock Yard and Transit Company.....	¹ 8.71	.....	¹ 8.71	.....
978	Wabash Railroad Company ⁴ [Line west of Danville, Illinois.]	1,091.90	.....	1,348.70	.....
1566	Boone County and Boonville Railway Company.	21.60	.....	.....	.....
1567	Brunswick and Chillicothe Railroad Company..	38.20	.....	.....	.....
1568	Champaign and Sidney Railroad Company.....	11.70	.....	.....	.....
1569	Des Moines and Saint Louis Railroad Company.	66.80	.....	.....	.....
1570	Louisiana and Pike County Railroad Company.	6.10	.....	.....	.....
1571	Saint Louis, Council Bluffs and Omaha Railroad Company.	41.40	.....	.....	.....

¹ Unofficial figures.² See page 250, No. 964, for totals covering entire road.³ See page 250, No. 973, for totals covering entire road.⁴ See page 250, No. 978, for totals covering entire road.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	No.
Remarks.	
Subsidiary road, other relation.....	1547
Subsidiary road, other relation. Controlled through ownership of majority of capital stock...	1548
Subsidiary road, fixed money rental. Leased Jan. 1, 1871, for 999 years, at \$28,000 per annum; rental reduced to \$20,000 per annum from Jan. 1, 1878.	1549
Subsidiary road, fixed money rental. Leased Oct. 12, 1880, for 999 years, to Minneap. & St. L. Ry. at 30 per cent of its gross earnings; later in the year St. P. & Duluth R. R. acquired a half interest in the lease, and Aug. 1, 1883, acquired the other half; rental to be not less than \$12,600 per annum.	1550
Operating road, independent.....	1551
Operating road, independent. "Line owned" and "line operated" include .86 mile in Canada. Operated under agreement between the Canadian Pac., Minneap., St. P. & S. S. Marie, and Duluth, S. Shore & Atl. Rys., by which agreement it is stipulated that the amount paid for the use of the bridge is to be the expenses of operation and the interest and sinking fund on the bonded indebtedness, and no more.	1552
Operating road, independent. Warwick Hough and S. J. Beals, Receivers; appointed Oct. 5, 1893.	1553
Subsidiary road, other relation. Leased in 1890 for 99 years; Sioux Cy. & Nn. R. R. agreed to pay as rental \$90,000 per annum for the use of certain property and rights and other considerations, including the transfer and delivery to the Sioux Cy. & Nn. R. R. of the entire capital stock of the Sioux Cy. Term. R. R. Receivers of the Sioux Cy. & Nn. R. R. have never in any way recognized this lease, but have applied to the court to designate such portion of the rental agreed to be paid under it as will be a reasonable rental for that portion of the property of Sioux Cy. Term. R. R. necessary to the operation of the Sioux Cy. & Nn. R. R. to be charged to operating expenses. Warwick Hough, Receiver; appointed Oct. 10, 1893.	1554
Operating road, independent.....	1555
Independent road. "Line owned" not in operation.....	1556
Operating road, independent. Of "line owned," 2.81 miles operated by Chic., Burl. & Quin. R. R. and 1.72 miles by Io. Cent. Ry.	1557
Operating road, subsidiary, other relation. Operated by Chic., Burl. & Quin. R. R.....	1558
Private logging road.....	1559
Operating road, independent.....	1560
do.....	964
Subsidiary road, other relation. Operated under a temporary arrangement dated Mar. 1, 1894, by T. Haute & Indpls. R. R. as agent; majority of capital stock owned by Pennsylvania Co.	1561
Subsidiary road, contingent money rental. Road opened July 1, 1870; leased to T. Haute & Indpls. R. R. for account of itself and the Pittsb., Cin., Chic. & St. L. Ry. for 99 years; rental, 30 per cent of gross earnings, increasing to 35 per cent as expenses may fall below 70 per cent. Profits and losses divided in the proportion of two-sevenths and five-sevenths, respectively.	1562
Subsidiary road, contingent money rental. Leased Oct. 1, 1892, for 99 years; rental, 30 per cent of gross earnings, from which are to be paid all taxes, interest on bonds, and organization expenses. Of "mileage owned," 7.60 miles owned jointly by this company and the Peoria, Dec. & Evansv. Ry.	1563
Operating road, independent.....	1564
Operating road, independent. R. B. F. Pierce, Receiver; appointed May 22, 1893	973
Operating road, independent. Operated for switching business exclusively.....	1565
Operating road, independent.....	978
Subsidiary road, other relation. Operated by Wabash R. R., which assumes to pay the interest on bonded debt.	1566
do.....	1567
Subsidiary road, other relation. Operated by the Wabash R. R. for and on account of the Purchasing Committee, with whom the title still remains, there being no bonds or stock obligation outstanding.	1568
Subsidiary road, other relation. Operated by the Wabash R. R. for and on account of the Purchasing Committee, with whom the title still remains, there being no bond or stock obligation outstanding. Of "line owned," 23.40 miles not operated by Wabash R. R.	1569
Subsidiary road, fixed money rental. Leased Dec. 21, 1889; rental, \$800 per annum.....	1570
Subsidiary road, other relation. Operated by Wabash R. R., which assumes to pay the interest on bonded debt.	1571

GROUP VI.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1	2	3	4	5
	Name of road.	LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by comparison with June 30, 1895.	Length.	Increase as shown by comparison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
1572	Wabash, Chester and Western Railroad Company.	64.83	.....	64.83	.....
1573	Watertown and Lake Kampeska Railway Company.	¹ 4.63	² 4.63	.....	.....
1574	Waukegan and Mississippi Valley Railway Company.	3.00	.....	3.00	.....
1575	West Range Railroad Company.....	7.00	.....	7.00	.....
1576	Winona and Western Railway Company.....	113.20	² 1.30	113.20	² 1.30
1577	Winona Bridge Railway Company.....	1.03	.....	1.03	.....
1578	Wisconsin and Chippewa Railway Company.....	18.40	12.40	18.40	12.40
1579	Wisconsin and Michigan Railway Company.....	62.10	8.00	70.62	7.98
1580	Wisconsin Central Company.....	257.24	1.53	413.30	2.43
1581	Chicago, Wisconsin and Minnesota Railroad Company.	129.73	.90	.....	.....
1582	Wisconsin Central Railroad Company.....	427.60	2.20	531.38	2.37
1583	Milwaukee and Lake Winnebago Railroad Company.	66.73	.....	.....	.....
1584	Packwaukee and Montello Railroad Company.	8.04	.....	.....	.....
1585	Yankton and Western Railway Company.....	¹ 5.20	.....	¹ 5.20	.....

¹ Unofficial figures.² Decrease.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent.....	1572
Independent road. "Line owned" not in operation. E. F. Spaulding, Receiver; appointed Mar. 30, 1894.	1573
Operating road, independent. Line owned by Washburn & Moen Mfg. Co.....	1574
Private road	1575
Operating road, independent.....	1576
do.....	1577
do.....	1578
do.....	1579
Operating road, independent. H. F. Whitcomb and H. Morris, Receivers; appointed Sept. 26, 1893.	1580
Subsidiary road, contingent money rental. Leased Sept. 1, 1885, for 99 years; annual rental, 37½ per cent of gross earnings (subject to deduction for terminals) up to \$350,000; whenever net rental exceeds that sum excess is divided equally. Lease transferred to Nn. Pac. R. R., Apr. 1, 1890, which terminated Sept. 26, 1893.	1581
Operating roads, subsidiary, other relation. Controlled through ownership of majority of capital stock. H. F. Whitcomb and H. Morris, Receivers; appointed Sept. 26, 1893.	1582
Subsidiary road, contingent money rental. Leased Mar. 27, 1882, for 99 years; annual rental, 37½ per cent of gross earnings up to \$175,000, amounts in excess of said sum being equally divided. Leased to Nn. Pac. R. R. by Wis. Cent. R. R., Apr. 1, 1890, with its own road, which terminated Sept. 26, 1893, and is now operated by Receivers of Wis. Cent. R. R.	1583
Subsidiary road, fixed money rental. Leased Nov. 1, 1889, for 99 years; rental, 6 per cent on bonds. Leased to Nn. Pac. R. R. by Wis. Cent. R. R., Apr. 1, 1890, with its own road, which terminated Sept. 26, 1893, and is now operated by Receivers of Wis. Cent. R. R.	1584
Operating road, independent.....	1585

GROUP VII.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2		3		4		5	
		LINE OWNED.		LINE OPERATED.					
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.				
		Miles.	Miles.	Miles.	Miles.				
	Total—Group VII	10,351.91	47.45						
1586	Black Hills and Fort Pierre Railroad Company...	41.99	1.10	41.99	1.10				
1587	Butte, Anaconda and Pacific Railway Company...	42.00		42.00					
1379	Chicago and Northwestern Railway Company: ¹								
1588	Fremont, Elkhorn and Missouri Valley Railroad Company.	1,300.53		² 1,362.84					
1387	Chicago, Burlington and Quincy Railroad Com- pany. ³	⁴ 3,449.18	⁵ .73	⁶ 3,514.03	⁵ 1.01				
	[Line west of Missouri River.]								
1419	Chicago, Saint Paul, Minneapolis and Omaha Rail- way Company. ⁷	272.47		274.57					
	[Line west of Missouri River.]								
1589	Dakota, Wyoming and Missouri River Railroad Company.	10.00	2.00		⁵ 8.00				
1590	Denver, Longmont and Noland Railway Company.	6.70	6.70	6.70	6.70				
1591	Great Falls and Canada Railway Company	134.37		134.37					
1442	Great Northern Railway Company. ⁸			946.12					
	[Line between Minot, North Dakota, and Idaho.]								
1443	Saint Paul, Minneapolis and Manitoba Railway Company. ⁹	946.12							
	[Line between Minot, North Dakota, and Idaho.]								
1592	Montana Central Railway Company.....	256.60		260.65					
1694	Missouri Pacific Railway Company: ¹⁰								
1593	Nebraska Southern Railway Company.....	16.12							
1594	Omaha Southern Railway Company.....	28.49							
1595	Pacific Railway Company in Nebraska.....	¹¹ 73.00							
1596	Noland Land and Transfer Company	4.00		4.00					
1508	Northern Pacific Railroad Company. ¹²	¹³ 891.16	.63	¹⁴ 1,505.75	4.45				
	[Line in Idaho and Montana.]								
1597	Helena and Jefferson County Railroad Company.	22.07	⁵ .09						
1598	Helena and Red Mountain Railroad Company...	18.16							
1599	Northern Pacific and Montana Railroad Com- pany.	367.38	3.75						
1600	Rocky Fork and Cooke City Railroad Company.	45.43							
1601	Rocky Mountain Railroad Company of Montana.	52.89							
1602	Omaha Bridge and Terminal Railway Company....	¹⁵ 23.17	⁵ 6.83	¹⁵ 23.17	⁵ 6.83				

¹ Inserted to show relation of road following.³ See page 250, No. 1387, for totals covering entire road.⁴ Includes 13.76 miles lying in Group VI and 259.62 miles lying in Group VIII.⁵ Decrease.⁶ Includes 54.69 miles lying in Group VI and 259.62 miles lying in Group VIII.⁷ See page 250, No. 1419, for totals covering entire road.⁸ See page 250, No. 1442, for totals covering entire road.⁹ See page 250, No. 1443, for totals covering entire road.¹⁰ Inserted to show relation of three roads following.¹² See page 250, No. 1508, for totals covering entire road.¹⁴ Includes 195.72 miles lying in Group X.² Includes 10.66 miles lying in Group VI.¹¹ Includes 1.74 miles lying in Group VIII.¹³ Includes 87.06 miles lying in Group X.¹⁵ Includes 5.62 miles lying in Group VI.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent.....	1586
do.....	1587
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.	1379
Operating road, independent.....	1588
do.....	1387
do.....	1419
Independent road. "Line owned" not in operation.....	1589
Operating road, independent.....	1590
do.....	1591
do.....	1442
Subsidiary road, fixed money rental. Leased Feb. 1, 1890, for 999 years; rental, interest on stock and bonds with expenses of maintaining organization.	1443
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.	1592
Subsidiary road, other relation. Controlled through ownership of capital stock.....	1694
do.....	1593
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	1594
Operating road, independent.....	1595
Operating road, independent. E. L. Bonner, J. H. Mills, and A. F. Burleigh appointed Receivers in Montana, Oct. 7, 1895. A. F. Burleigh assumed charge as sole Receiver in Idaho Oct. 23, 1895, and in Montana Jan. 9, 1896.	1596
Subsidiary road, fixed money rental. Contract dated Aug. 1, 1883, for 99 years, under which Nn. Pac. R. R. guarantees the net earnings of this company to equal the interest and sinking-fund charges on bonded debt, the entire stock to become the property of Nn. Pac. R. R. when the bonds of this company shall have been retired or their payment provided for. Operated by Receivers of Nn. Pac. R. R.	1508
Subsidiary road, contingent money rental. Contract in effect Mar. 1, 1887, for 50 years and thereafter until due notice is given; earnings guaranteed to be sufficient to pay interest and sinking-fund charges on bonded debt. On August 15, 1893, road passed into the hands of Receivers of Nn. Pac. R. R., who declined to assume the contract mentioned. Operated by Receivers of Nn. Pac. R. R., under terms of a contract made retroactive to Aug. 16, 1893, on basis of net earnings.	1597
Subsidiary road, contingent money rental. Leased Oct. 1, 1888, for 999 years; terms same as with Hel. & Jeff. Co. R. R. On Aug. 15, 1893, road passed into the hands of Receivers of Nn. Pac. R. R., who declined to assume the contract mentioned. Operated by Receivers of Nn. Pac. R. R., under terms of a contract made retroactive to Aug. 16, 1893, on basis of net earnings.	1598
Subsidiary road, other relation. Controlled through ownership of capital stock. Operated by Receivers of Nn. Pac. R. R.	1599
Subsidiary road, contingent money rental. Contract dated Aug. 1, 1883, for 99 years; terms same as with Hel. & Jeff. Co. R. R. On Aug. 15, 1893, road passed into the hands of Receivers of Nn. Pac. R. R., who declined to assume the contract mentioned. Operated by the Receivers of Nn. Pac. R. R. under terms of a contract made retroactive to Aug. 16, 1893, on basis of net earnings.	1600
Operating road, independent.....	1601
Operating road, independent.....	1602

GROUP VII.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
1603	Sioux City, O'Neill and Western Railway Com- pany.	129.16	.....	129.16	.....
1604	Union Pacific Railway Company ¹ [Union and Cheyenne Divisions.]	² 1,154.15	.....	² 1,160.47	.....
1605	Laramie, North Park and Pacific Railroad and Telegraph Company.	13.36	.....	.....	.....
1606	Brighton and Boulder Branch Railroad Company	27.00	.03	27.00	.03
1607	Carbon Cut Off Railway Company.....	19.06	.....	19.06	.....
1608	Kearney and Black Hills Railway Company....	65.74	.....	65.74	.....
1609	Montana Union Railway Company.....	.....	.....	72.23	.....
1610	Montana Railway Company.....	14.83	.....	.....	.....
1611	Omaha and Republican Valley Railway Com- pany.	³ 482.04	.....	³ 482.04	.....
1612	Saint Joseph and Grand Island Railroad Com- pany.	⁴ 251.06	.....	⁴ 251.06	.....
1613	Kansas City and Omaha Railroad Company...	193.68	.....	193.68	.....

¹ See page 250, No. 1604, for totals covering entire road.² Includes 4.18 miles lying in Group VI and 70.17 miles lying in Group X.³ Includes 67.60 miles lying in Group VIII.⁴ Includes .16 mile lying in Group VI and 138.37 miles lying in Group VIII.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent. F. C. Hills, Receiver; appointed Nov. 1, 1893	1603
Operating road, independent. Of "line owned," 7.04 miles not in operation. S. H. H. Clark, O. W. Mink, E. E. Anderson, J. W. Doane, and F. R. Coudert, Receivers; appointed Oct. 13, 1893.	1604
Subsidiary road, fixed money rental. Leased Jan. 1, 1893; rental, \$870. Un. Pac. Ry. owns entire capital stock. S. H. H. Clark, O. W. Mink, E. E. Anderson, J. W. Doane, and F. R. Coudert, Receivers; appointed Oct. 13, 1893.	1605
Operating road, subsidiary, other relation. Road managed by Un. Pac. Ry. for trustees of Kans. Pac. Ry. Co.'s consolidated mortgage bonds, who purchased the property under foreclosure. Operated by the Receivers of the Un. Pac. Ry. for the owners.	1606
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock. S. H. H. Clark, O. W. Mink, E. E. Anderson, J. W. Doane, and F. R. Coudert, Receivers; appointed Oct. 13, 1893.	1607
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock. Receivers, S. H. H. Clark, O. W. Mink, and E. E. Anderson, appointed Oct. 13, 1893, and J. W. Doane and F. R. Coudert, appointed Nov. 13, 1893.	1608
Operating road, subsidiary, other relation. Capital stock owned jointly by Un. Pac. Ry. and Nn. Pac. R. R. Of "line operated," 57.40 miles owned by Oregon S. Line & Utah Nn. Ry.	1609
Subsidiary road, fixed money rental. Leased Aug. 1, 1886, for 999 years, at an annual rental of 6 per cent on value of demised premises.	1610
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock. S. H. H. Clark, O. W. Mink, E. E. Anderson, J. W. Doane, and F. R. Coudert, Receivers; appointed Oct. 13, 1893. "Line owned" and "line operated" include .31 mile at Norfolk owned jointly with Chic., St. P., Minneap. & Om. Ry.	1611
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock. S. H. H. Clark, O. W. Mink, E. E. Anderson, J. W. Doane, and F. R. Coudert, Receivers; appointed Oct. 13, 1893.	1612
Operating road, subsidiary, other relation. On Jan. 1, 1887, a traffic contract was made between the Un. Pac. Ry., the St. Jos. & Gr. I., and the Kans. Cy. & Om. R. Rs., under which the interest on first-mortgage bonds of the Kans. Cy. & Om. R. R. was guaranteed. Receivers were appointed on order entered in the U. S. circuit court for the eighth judicial circuit and district of Nebraska on Oct. 13, 1893, and under an order of that court the above contract was disaffirmed as far as the Receivers are concerned. Foreclosure Receivers were appointed on petition of E. C. Benedict, et al. on Oct. 5, 1895, and the road has since been operated by them. Receivers, S. H. H. Clark, O. W. Mink, E. E. Anderson, J. W. Doane, and F. R. Coudert; appointed Oct. 13, 1893, in the Ames cause, and Oct. 5, 1895, in foreclosure cause.	1613

GROUP VIII.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
	Total—Group VIII.....	22, 449. 78	425. 77		
1614	Arkansas and Choctaw Railway Company ¹	4. 50	4. 50	24. 50	24. 50
1615	Arkansas Central Railway Company.....	15. 00	² 1. 00	15. 00	² 1. 00
1616	Arkansas Midland Railroad Company.....	74. 00		74. 00	
1617	Arkansas Southern Railroad Company.....	23. 00		23. 00	
1618	Arkansas Western Railway Company.....	11. 00	11. 00	11. 00	11. 00
1349	Atchison, Topeka and Santa Fé Railway Com- pany. ³	3, 836. 03	² 8. 89	⁴ 3, 914. 05	² 53. 96
	[Line west of Kansas City, Missouri.]				
1619	Rio Grande and El Paso Railroad Company....	⁵ 20. 15			
1620	Southern Kansas Railway Company of Texas..	100. 41			
1621	Atlantic and Pacific Railroad Company ⁶	112. 05		112. 05	
	[Central Division.]				
1622	Colorado Midland Railroad Company.....	273. 91		335. 97	² 14. 45
1623	Busk Tunnel Railway Company.....	2. 90			
1624	Manhattan, Alma and Burlingame Railway Company.	56. 62		56. 62	
1625	Saint Louis and San Francisco Railway Com- pany.	992. 41		⁷ 1, 328. 17	
1626	Fayette and Little Rock Railway Company...	7. 68			
1627	Fort Smith and Van Buren Bridge Company.	. 34			
1628	Kansas City and Southwestern Railroad Company.	61. 86			
1629	Kansas Midland Railway Company.....	106. 77			
1630	Little Rock and Texas Railway Company....	18. 34			
1631	Paris and Great Northern Railroad Company.	⁵ 16. 94			
1632	Pittsburg and Columbus Railway Company..	10. 48			
1633	Saint Louis, Kansas and Southwestern Rail- road Company.	59. 35			
1634	Saint Louis, Salem and Arkansas Railway Company.	54. 00			
1635	Saint Louis, Kansas City and Colorado Railroad Company.	56. 94		61. 42	
1636	Wichita and Western Railway Company.....	124. 65		89. 04	² 35. 61
1637	Bentonville Railroad Company.....	5. 37	² 1. 01	5. 37	² 1. 01
1638	Black and Cache River Railroad Company.....	15. 00	2. 00	15. 00	2. 00
1639	Brownwood and Northwestern Railway Com- pany. ⁸	10. 00	. 50	10. 00	10. 00
1640	Cache Valley Railroad Company.....	⁹ 22. 00		⁹ 22. 00	
1641	Cassville and Western Railroad Company.....	4. 51	4. 51		
1642	Chester, Perryville, Sainte Genevieve and Farm- ington Railroad Company.	19. 56	² . 04	19. 56	² . 04
1367	Chicago and Alton Railroad Company: ¹⁰				
1369	Kansas City, Saint Louis and Chicago Railroad Company. ¹¹	106. 34			
	[Line west of Missouri River.]				
1643	Chicago and Atchison Bridge Company.....	. 35		. 35	

¹ Report for period, August 31, 1895 to June 30, 1896.³ See page 250, No. 1349, for totals covering entire road.⁵ Lies in Group IX.⁶ See page 250, No. 1621, for totals covering entire road.⁷ Includes 16.94 miles lying in Group IX.⁸ Report for six months ending June 30, 1896.¹⁰ Inserted to show relation of road following.¹¹ See page 250, No. 1369, for totals covering entire road.² Decrease.⁴ Includes 20.15 miles lying in Group IX.⁹ Unofficial figures.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent.....	1614
Private road. Operated by the Gurdon Lum. Co.....	1615
Operating road, independent.....	1616
do.....	1617
do.....	1618
do.....	1349
Subsidiary road, other relation. Controlled through ownership of capital stock.....	1619
do.....	1620
Operating road, subsidiary, other relation. Controlled through ownership of capital stock. C. W. Smith, Receiver; appointed Feb. 1, 1896.	1621
Operating road, subsidiary, other relation. Controlled through ownership of capital stock. G. W. Ristine, Receiver; appointed May 1, 1895. Of "line owned," 17.35 miles not in operation.	1622
Subsidiary road, fixed money rental. Leased June 19, 1890, to Colo. Midl. R. R., which receives all revenue and pays all expenses, taxes, and interest on bonds. Used as a cut-off or siding.	1623
Operating road, subsidiary, other relation. Majority of capital stock owned jointly by Atch., Top. & S. Fe. R. R. and Un. Pac. Ry. H. P. Dillon, Receiver; appointed Jan. 19, 1895.	1624
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock. J. J. McCook and J. C. Wilson, Receivers; appointed Dec. 23, 1893, and A. F. Walker, appointed Aug. 23, 1894, to fill the place of J. W. Reinhart, resigned.	1625
Subsidiary road, other relation. Controlled through ownership of capital stock.....	1626
Subsidiary road, fixed money rental. Leased Apr. 1, 1885, for 98 years, lessee guaranteeing principal and interest on bonds.	1627
Subsidiary road, fixed money rental. Leased Jan. 1, 1886, for 98 years; rental for first 10 years, interest on bonds; 25 per cent of gross earnings thereafter, with interest on bonds as minimum rental; taxes paid by lessee and improvements by lessor.	1628
Subsidiary road, contingent money rental. Leased Apr. 20, 1887, until Dec. 1, 1984; annual rental, 25 per cent of gross earnings, which must equal interest on first-mortgage bonds and taxes; lessor to repay lessee for improvements made.	1629
Subsidiary road, other relation. Controlled through ownership of capital stock.....	1630
do.....	1631
do.....	1632
Subsidiary road, fixed money rental. Leased Sept. 1, 1886, for 98 years; rental for first 10 years, interest on bonds; 25 per cent of gross earnings thereafter, with interest on bonds as minimum rental; taxes paid by lessee, improvements by lessor.	1633
Subsidiary road, contingent money rental. Leased Feb. 1, 1887, for 99 years; annual rental, 25 per cent of gross earnings, which must equal interest on bonds and taxes.	1634
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock and bonds. Adiel Sherwood, Receiver; appointed Sept. 12, 1894.	1635
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock jointly with St. L. & San Fran. Ry., under an agreement dated July 1, 1890, for 5 years. These companies contribute equally for any deficiency in fixed charges or operating expenses, and share equally in the profits and losses upon such operation. J. H. McEntire, Receiver; appointed Jan. 14, 1895. "Line owned" includes 35.61 miles not in operation.	1636
Operating road, independent.....	1637
Operating road, independent. Operated by Kans. Cy. & Sn. Lum. Co.....	1638
Operating road, independent.....	1639
Operating road, independent. Mainly used for hauling logs.....	1640
Independent road. "Line owned" not in operation.....	1641
Operating road, independent.....	1642
Subsidiary road, contingent money rental. Leased Nov. 1, 1879, in perpetuity, for 35 per cent of gross earnings, less assessments and taxes; any balance after paying interest on bonds, 6 per cent on preferred and 7 per cent on common stock, after deducting taxes, etc., to be retained by lessee.	1367 1369
Operating road, independent. N. D. Todd, Receiver; appointed Sept. 11, 1894.....	1643

GROUP VIII.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
1415	Chicago, Rock Island and Pacific Railway Com- pany. ¹ [Line west of Missouri River.]	² 1,698.16	.....	³ 1,979.75	.....
1644	Choctaw, Oklahoma and Gulf Railroad Company.	220.00	118.08	220.00	118.08
1645	Colorado Eastern Railroad Company	16.60	⁴ .30	16.60	⁴ .30
1646	Crystal Railway Company	3.50	.....	3.50	.....
1647	Crystal River Railway Company	13.00	.....	.....	.....
1648	Dardanelle and Russellville Railway Company...	5.00	.....	5.00	.....
1649	Denver and Rio Grande Railroad Company.....	1,625.82	.....	1,648.04	⁴ 11.04
1650	Rio Grande and Santa Fe Railroad Company...	34.00	34.00	34.00	34.00
1651	Rio Grande Gunnison Railway Company.....	9.59	.....	.....	.....
1652	Rio Grande Junction Railway Company.....	62.08	.....	.....	.....
1653	Denver, Lakewood and Golden Railroad Company	20.00	⁴ 1.50	20.00	⁴ 1.50
1654	Eureka Springs Railway Company	18.50	.....	18.50	.....
1655	Excelsior Springs Railroad Company.....	9.47	.....	9.47	.....
1656	Florence and Cripple Creek Railroad Company...	41.80	.....	41.80	.....
1657	Fordyce and Princeton Railroad Company	13.00	⁴ 1.00	13.00	⁴ 1.00
1658	Fort Smith, Paris and Dardanelle Railroad Com- pany.	⁵ 5.00	.....	.....	.....
1659	Gifford Logging Railroad Company.....	11.00	.....	11.00	.....
1660	Hamilton and Kingston Railroad Company.....	7.00	.....	9.00	.....
1661	Hamilton Coal Company's Railroad	1.50	.....	.....	.....
1662	Hot Springs Railroad Company	⁵ 22.18	.....	⁵ 22.18	.....
1663	Houck's Missouri and Arkansas Railroad Com- pany.	13.00	⁴ .12	13.00	⁴ .12
1664	Hutchinson and Southern Railroad Company	82.20	.....	82.20	.....
1665	Kansas City, Arkansas and New Orleans Railroad Company.	⁵ 6.00	.....	.....	.....
1666	Kansas City Belt Railway Company	10.00	.....	10.00	.....
1667	Kansas City, Fort Scott and Memphis Railroad Company.	⁶ 708.27	37.67	⁶ 708.27	37.67
1668	Current River Railroad Company	81.95	.....	81.95	.....
1669	Kansas City and Memphis Railway and Bridge Company.	⁷ 2.90	.....	⁷ 2.90	.....
1670	Kansas City, Clinton and Springfield Railway Company.	162.63	.....	162.63	.....
1671	Kansas City Northwestern Railroad Company....	141.00	.....	153.48	.....
1672	Kansas City and Beatrice Railway Company ...	⁸ 20.65	.....	⁸ 20.65	.....
1673	Kansas City, Osceola and Southern Railway Com- pany.	108.00	.....	112.00	.....
1674	Kansas City, Pittsburg and Gulf Railroad Com- pany.	290.53	135.07	326.90	96.83
1675	Kansas City, Fort Smith and Southern Rail- way Company.	50.99	.....	.....	.....
1676	Texarkana and Fort Smith Railway Company..	⁹ 94.80	.....	¹⁰ 138.70	85.30
1677	Kansas City, Shreveport and Gulf Railway Company.	¹¹ 43.90	.....	.....	.....
1678	Kansas City Suburban Belt Railroad Company...	15.99	⁴ .09	22.76	.37
1679	Union Terminal Railroad Company.....	6.77	.46	.....	.....
1680	Kansas City and Independence Air Line Rail- road Company.	6.56	.....	11.91	.....
1681	Leavenworth, Topeka and Southwestern Railway Company.	46.57	.....	57.77	11.20

¹ See page 250, No. 1415, for totals covering entire road.² Includes 248.33 miles lying in Group VII.⁴ Decrease.⁶ Includes 1.91 miles lying in Group V.⁸ Lies in Group VII.¹⁰ Includes 95.35 miles lying in Group IX.³ Includes 253.19 miles lying in Group VII.⁵ Unofficial figures.⁷ Includes .80 mile lying in Group V.⁹ Includes 51.45 miles lying in Group IX.¹¹ Lies in Group IX.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent.....	1415
do.....	1644
do.....	1645
Operating road, independent. Operations practically confined to Crystal Plate Glass Co.....	1646
Independent road. "Line owned" not in operation.....	1647
Operating road, independent.....	1648
Operating road, independent. Of "line owned," 65.45 miles not in operation and 18.00 miles leased to and operated by the Rio G. Wn. Ry.	1649
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	1650
Subsidiary road, fixed money rental. Leased to Denver & Rio G. R. R., Dec. 1, 1891; rental, interest on bonds, taxes, assessments, insurance, and maintenance of property. Lease may be terminated upon 60-day notice in writing.	1651
Subsidiary road, contingent money rental. Leased Dec. 24, 1889, for 50 years, to Denver & Rio G. and Colo. Midl. R. Rs.; rental, 30 per cent of gross earnings.	1652
Operating road, independent. Road owns and operates 5 miles of electric line additional....	1653
Operating road, independent.....	1654
Operating road, independent. H. M. Garland and C. A. Braley, Receivers; appointed Apr. 5, 1896.	1655
Operating road, independent.....	1656
Private logging road. Owned by Fordyce Lumber Co.....	1657
Independent road. "Line owned" not in operation. Road under construction.....	1658
Private road. Owned by Joseph Brown. Feeder to St. L., Iron Mtn. & Sn. Ry. at Gifford, Ark.	1659
Operating road, independent.....	1660
Subsidiary road, fixed money rental. Contract with Ham. & Kingst. R. R. for use of track on payment of \$1 per annum as rental and maintenance of roadway.	1661
Operating road, independent.....	1662
do.....	1663
Operating road, independent. L. E. Walker, Receiver; appointed Dec. 26, 1895.....	1664
Independent road. Road under construction.....	1665
Operating road, independent.....	1666
do.....	1667
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	1668
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.	1669
Operating road, subsidiary, other relation. Controlled through ownership of capital stock.....	1670
Operating road, independent.....	1671
Operating road, subsidiary, other relation. Property in name of C. G. Warner, purchasing trustee, pending reorganization.	1672
Operating road, independent.....	1673
Operating road, independent. Of "line owned," 38.24 miles not in operation	1674
Subsidiary road, other relation. Operated with Kans. Cy., Pittsb. & Gulf R. R. under license, pending purchase.	1675
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.	1676
Subsidiary road, other relation.....	1677
Operating road, independent.....	1678
Subsidiary road, other relation. Controlled through ownership of majority of capital stock...	1679
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	1680
Operating road, subsidiary, other relation. Controlled jointly by Un. Pac. and Atch., Top. & S. Fe Rys., each of them owning \$550,000 of the capital stock, balance being held by the public. C. T. McClellen, Receiver; appointed Apr. 20, 1894.	1681

230 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VIII.

TABLE J.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
1682	Little Book Cliff Railway Company	¹ 11.00	.....	¹ 11.00	.....
1683	Little Rock and Memphis Railroad Company.....	131.16	.....	131.16	.....
1684	Little Rock, Hot Springs and Texas Railway Company.	5.00	1.00	.....	.....
1685	Louisiana and Arkansas Railroad Company.....	18.00	18.00	18.00	18.00
1686	Manitou and Pikes Peak Railway Company.....	8.90	.....	8.90	.....
1687	Midland Terminal Railway Company	29.40	5.80	29.40	5.80
1688	Mississippi and Little Rock Railway Company...	27.00	.....	.....	² 27.00
1689	Mississippi River and Bonne Terre Railway Com- pany.	47.47	.....	47.47	.....
1690	Mississippi River and Northwestern Railway Company.	¹ 11.00	.....	¹ 11.00	.....
1691	Missouri, Kansas and Texas Railway Company ³ . [Line north of Denison, Texas.]	999.11	194.60	⁴ 1,209.77	86.42
1692	Denison and Washita Valley Railway Company.	⁴ 21.39	.....	.....	.....
1693	Kansas City and Pacific Railway Company.....	130.06	.....	.....	.....
1694	Missouri Pacific Railway Company.....	⁵ 1,060.60	.48	⁶ 3,164.25	54.14
1695	Boonville, Saint Louis and Southern Railway Company.	43.97	.....	.....	.....
1696	Fort Scott Central Railway Company.....	57.05	.....	.....	.....
1697	Joplin and Western Railway Company.....	4.59	.....	.....	.....
1698	Kanopolis and Kansas Central Railway Com- pany.	14.16	.....	.....	.....
1699	Kansas and Colorado Pacific Railway Company.	1,449.50	.....	.....	.....
1700	Pueblo and State Line Railroad Company....	152.12	.....	.....	.....
1701	Kansas City and Southwestern Railway Com- pany of Missouri.	20.70	.....	.....	.....
1702	Kansas City and Southwestern Railway Com- pany (of Kansas).	27.00	² .53	.....	.....
1703	Kansas Southwestern Railway Company.....	24.91	.....	.....	.....
1704	Le Roy and Caney Valley Air Line Railroad Company.	51.78	.....	.....	.....
1705	Nevada and Minden Railway Company.....	73.71	.....	.....	.....
1706	Omaha Belt Railway Company.....	⁷ 13.12	.....	.....	.....
1707	Rooks County Railroad Company.....	18.25	.....	.....	.....
1708	Saint Louis, Oak Hill and Carondelet Railway Company.	6.30	.....	.....	.....
1709	Central Branch Union Pacific Railroad Com- pany.	100.00	.....	388.19	.....
1710	Atchison, Colorado and Pacific Railroad Com- pany.	254.79	.....	.....	.....
1711	Atchison, Jewell County and Western Rail- road Company.	33.40	.....	.....	.....
1712	Kansas City, Lawrence and Wichita Railroad Company.	.....	.....	.....	.....

¹ Unofficial figures.² Decrease.³ See page 250, No. 1691, for totals covering entire road.⁴ Includes 6.40 miles in Group IX.⁵ Includes 221.73 miles lying in Group VII.⁶ Includes 21.00 miles lying in Group VI and 356.19 miles lying in Group VII.⁷ Lies in Group VII.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Private road. Used for hauling coal from mines.....	1682
Operating road, independent. Rudolph Fink, Receiver; appointed June 1, 1893	1683
Independent road. "Line owned" not in operation. J. G. Lonsdale, Receiver; appointed Feb. 24, 1896.	1684
Operating road, independent. Operated by Bodcaw Lum. Co.....	1685
Operating road, independent.....	1686
do.....	1687
Independent road. "Line owned" not in operation.....	1688
Operating road, independent.....	1689
Private logging road. Operated by Desha Lumber & Planting Co.....	1690
Operating road, independent.....	1691
Subsidiary road, fixed money rental. Leased Jan. 1, 1894, for 50 years; rental, interest on bonds.	1692
Subsidiary road, fixed money rental. Leased May 13, 1890, for 999 years; rental, interest on bonds.	1693
Operating road, independent.....	1694
Subsidiary road, fixed money rental. Leased July 1, 1880, for 30 years, at an annual rental of \$25,000.	1695
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	1696
Subsidiary road, other relation. Controlled through ownership of capital stock.....	1697
Subsidiary road, other relation. Controlled through ownership of majority of capital stock....	1698
Subsidiary road, other relation. "Line owned" includes 80.62 miles of line leased to the Mo. Pac. Ry., for 40 years from Sept. 27, 1886, for a rental of \$500 per mile per annum, together with all taxes and expenses of maintenance.	1699
Subsidiary road, fixed money rental. Leased to Kans. & Colo. Pac. Ry., July 1, 1891, for 25 years; rental, fixed interest charges, taxes, renewals, and maintenance, etc. Mo. Pac. Ry. owns entire capital stock.	1700
Subsidiary road, fixed money rental. Leased Jan. 1, 1891, for 25 years; rental, fixed charges, together with all taxes, renewals, and expenses of maintenance. Operating company owns entire capital stock.	1701
Subsidiary road, fixed money rental. Leased to Kans. Cy. S. Wn. Ry. of Mo., Jan. 1, 1891, for 25 years; rental, fixed interest charges, taxes, renewals, and maintenance. Operating company owns majority of capital stock.	1702
Subsidiary road, other relation. Controlled through ownership of majority of capital stock...	1703
Subsidiary road, fixed money rental. Leased Oct. 31, 1886, for 40 years, for a rental of \$500 per mile per annum, together with taxes and expense of maintenance, etc.	1704
Subsidiary road, other relation. Controlled through ownership of majority of capital stock...	1705
do.....	1706
do.....	1707
Subsidiary road, other relation. Controlled through ownership of entire capital stock.....	1708
Operating road, subsidiary, contingent money rental. Contract dated Dec. 6, 1880; net earnings above expense of operation, maintenance, renewals, and taxes payable to lessor. Un. Pac. Ry. owns \$874,200 of the \$1,000,000 capital stock. Since Oct. 13, 1893, the property of this company has been operated by the following Receivers: S. H. H. Clark, O. W. Mink, E. E. Anderson, J. W. Doane, and F. R. Coudert.	1709
Subsidiary road, fixed money rental. Leased Dec. 27, 1879, for 25 years; annual rental, \$1,000 per mile; operated by Mo. Pac. Ry. under contract of Dec. 6, 1880, Cent. Brh. Un. Pac. R. R. receiving net earnings as rental; contract to exist 25 years from Dec. 31, 1885. Un. Pac. Ry. owns majority of capital stock. S. H. H. Clark, O. W. Mink, E. E. Anderson, J. W. Doane, and F. R. Coudert, Receivers; appointed Oct. 13, 1893.	1710
Subsidiary road, fixed money rental. Leased Dec. 29, 1879, for 25 years; annual rental, \$1,000 per mile; operated by Mo. Pac. Ry. under contract of Dec. 6, 1880, Cent. Brh. Un. Pac. R. R. receiving net earnings as rental; contract to exist 25 years from Dec. 31, 1885. Un. Pac. Ry. owns majority of capital stock. S. H. H. Clark, O. W. Mink, E. E. Anderson, J. W. Doane, and F. R. Coudert, Receivers; appointed Oct. 13, 1893.	1711
Subsidiary road, other relation. This company neither owns nor operates any line, but is lessee of Law, & Emp. Ry.	1712

GROUP VIII.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2		3		4		5	
		LINE OWNED.		LINE OPERATED.		LINE OPERATED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
1713	Missouri Pacific Railway Company—Continued. Central Branch, Union Pacific Railroad Com- pany—Continued. Lawrence and Emporia Railway Company....	30.64							
1714	Saint Louis, Iron Mountain and Southern Rail- way Company.	¹ 1,428.86	1.55	² 1,773.77	.30				
1715	Kansas and Arkansas Valley Railway Com- pany.	170.64							
1716	Little Rock and Fort Smith Railway Company.	168.87	³ 1.25						
1717	Little Rock Junction Railway Company.....	.59							
1718	Arkansas and Louisiana Railway Company..	25.54		25.54					
1719	Bellevue Valley Railroad Company.....	3.57		3.57					
1720	Sedalia, Warsaw and Southwestern Railway Company.	42.30		42.30					
1721	Missouri Southeastern Railway Company.....	⁴ 6.80		⁴ 6.80					
1722	Missouri Southern Railroad Company.....	24.27		24.27					
1723	Montgomery and Western Railroad Company....	⁴ 2.50							
1724	Pine Bluff and Eastern Railroad Company.....	20.00	³ 2.00	20.00	³ 2.00				
1725	Prescott and Northwestern Railroad Company...	13.00	1.00	13.00	1.00				
1726	Rio Grande and Pagosa Springs Railroad Com- pany.	11.25	11.25	11.25	11.25				
1727	Rio Grande Southern Railroad Company.....	180.40		180.40					
1728	Saint Clair, Madison and Saint Louis Belt Rail- road Company.	⁵ 2.80	.30	⁵ 2.80	.30				
1729	Saint Louis, Cape Girardeau and Fort Smith Railway Company.	94.00		94.00	³ 9.50				
1730	Saint Louis, Kennett and Southern Railroad Company.	44.00	1.00	44.00	1.00				
1731	Saint Louis Southwestern Railway Company.....	⁶ 582.70		⁶ 582.70					
1732	Paragould Southeastern Railway Company.....	11.29		11.29					
1733	Saint Louis Transfer Railway Company.....	6.35		6.35					
1734	Searcy and West Point Railroad Company.....	7.94	3.57	7.94	3.57				
1735	Silverton Railroad Company.....	22.00		22.00					
1736	Silverton Northern Railroad Company ⁷	9.00	9.00	2.00	2.00				
1737	Southwestern Arkansas and Indian Territory Railway Company.	33.60	.60	21.00	³ 12.00				
1738	Stuttgart and Arkansas River Railroad Company.	40.00		40.00					
1739	Terminal Railroad Association of Saint Louis....	⁸ 1.35		⁹ 3.51					
1740	Saint Louis Bridge Company.....	¹⁰ 1.22							
1741	Tunnel Railroad Company of Saint Louis.....	.94							
1742	Saint Louis Merchants Bridge Terminal Rail- way Company.	7.44	.04	¹¹ 17.00	.13				
1743	Madison, Illinois and Saint Louis Railway Company.	¹² 4.30							
1744	Saint Louis Merchants Bridge Company.....	¹³ 2.05	³ .17						
1745	Texarkana and Shreveport Railroad Company....	29.00		29.00					
1746	Ultima Thule, Arkadelphia and Mississippi Rail- road Company.	28.00		28.00					
1747	Union Depot Company (Kansas City, Mo.).....	2.45		2.45					

¹ Includes 144.59 miles lying in Group IX.² Includes 2.07 miles lying in Group V and 144.77 miles lying in Group IX.³ Decrease.⁴ Unofficial figures.⁵ Includes .75 mile lying in Group VI.⁶ Includes 35.76 miles lying in Group IX.⁷ Report for period, November 4, 1895 to June 30, 1896.⁸ Includes .67 mile lying in Group VI.⁹ Includes 1.52 miles lying in Group VI.¹⁰ Includes .85 mile lying in Group VI.¹¹ Includes 8.64 miles lying in Group VI.¹² Lies in Group VI.¹³ Includes 1.13 miles lying in Group VI.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Subsidiary road, fixed money rental. Leased June 18, 1887, for 99 years, to Law., Emp. & S. Wn. Ry.; rental, \$1,000 per annum. Lease transferred to Kans. Cy., Law. & Wich. R. R. in July, 1889. Road operated by Kans. Cy., Wyand. & N. Wn. R. R. to Mar. 22, 1894, under an arrangement between that company and the Law., Emp. & S. Wn. Ry., since which date the road has not been operated.	1713
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	1714
Subsidiary road, fixed money rental. Leased Jan. 1, 1890, for 50 years; rental, fixed charges, together with all taxes, renewals, and expenses of maintenance.	1715
do	1716
Subsidiary road, fixed money rental. Leased Jan. 1, 1890, for 50 years; rental, fixed charges, together with all taxes, renewals, and expenses of maintenance.	1717
Operating road, subsidiary, other relation. Controlled through ownership of capital stock and bonds.	1718
Operating road, subsidiary, other relation. Feeder to St. L., Iron Mtn. & Sn. Ry. Used only for transporting granite.	1719
Operating road, subsidiary, other relation. Controlled through ownership of capital stock. T. F. Mitchum, Receiver; appointed July 10, 1894.	1720
Operating road, independent.	1721
do	1722
Independent road. "Line owned" not in operation.	1723
Operating road, independent. S. W. Fordyce, Receiver; appointed Sept. 30, 1895.	1724
Operating road, independent.	1725
Operating road, independent. Lumber and logging road. Public business, when completed.	1726
Operating road, independent.	1727
do	1728
Operating road, independent. Louis Houck, Receiver; appointed Mar. 4, 1893.	1729
Operating road, independent.	1730
do	1731
Operating road, subsidiary, other relation. Controlled through ownership of stock and bonds.	1732
Operating road, independent.	1733
do	1734
do	1735
Operating road, independent. Of "line owned," 7 miles not in operation. This mileage was constructed during the year, but did not become the property of the company until July 1, 1896.	1736
Operating road, independent. J. A. Woodson, Receiver; appointed Mar. 9, 1896. Of "line owned," 12.60 miles not in operation.	1737
Operating road, independent. S. W. Fordyce, Receiver; appointed Aug. 20, 1895.	1738
Operating road, independent.	1739
Subsidiary road, fixed money rental. Leased July 1, 1881, to Mo. Pac. and Wabash, St. L. & Pac. Rys., in perpetuity; rental, interest on bonds, organization expenses, 6 per cent on first preferred, 3 per cent on second preferred stock. Lease transferred to and assumed by Term. R. R. Assn. of St. L., Oct. 1, 1889; rental, interest on stock and bonds.	1740
Subsidiary road, fixed money rental. Leased Oct. 1, 1889, in perpetuity; rental, 6 per cent on capital stock.	1741
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	1742
Subsidiary road, other relation. Controlled through ownership of entire capital stock.	1743
Subsidiary road, fixed money rental. Leased Aug. 1, 1893, for 40 years; rental, interest on bonds, taxes, assessments, and maintenance. Lessee owns entire capital stock.	1744
Operating road, independent.	1745
do	1746
do	1747

GROUP VIII.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
1604	Union Pacific Railway Company ¹ [Kansas Division and Leavenworth Branch.]	675.48	.....	675.48	.....
1748	Denver, Leadville and Gunnison Railway Com- pany.	324.70	.....	324.70	.....
1749	Junction City and Fort Kearney Railway Com- pany.	88.00	.....	88.00	.....
1750	Kansas Central Railroad Company.....	165.35	.....	165.92	.....
1751	Salina and Southwestern Railway Company....	35.47	.....	35.47	.....
1752	Solomon Railroad Company.....	57.04	.....	57.04	.....
1753	South Park and Leadville Short Line Railroad Company.	7.37	.....	.....	.....
1754	Union Depot and Railroad Company of Denver.	.30	.....	.30	.....
1755	Union Pacific, Denver and Gulf Railway Com- pany.	² 915.25	24.96	³ 1,020.18	⁴ 22.31
1756	Union Pacific, Lincoln and Colorado Railway Company.	225.35	.....	225.35	.....
1757	White and Black River Valley Railway Company.	64.00	.....	64.00	.....
1758	Williamsville, Greenville and Saint Louis Rail- way Company.	25.00	8.00	25.00	8.00
1759	Wyandotte Logging Railroad Company.....	⁵ 9.00	.....	.....	.....

¹ See page 250, No. 1604, for totals covering entire road.² Includes 471.67 miles lying in Group VII.³ Includes 517.95 miles lying in Group VII.⁴ Decrease.⁵ Unofficial figures.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent. S. H. H. Clark, O. W. Mink, E. E. Anderson, J. W. Doane, and F. R. Coudert, Receivers; appointed Oct. 13, 1893.	1604
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock. Frank Trumbull, Receiver; appointed Aug. 8, 1894.	1748
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock. S. H. H. Clark, O. W. Mink, E. E. Anderson, J. W. Doane, and F. R. Coudert, Receivers; appointed Oct. 13, 1893.	1749
do	1750
do	1751
do	1752
Subsidiary road, other relation. Controlled through ownership of entire capital stock. Denver, Leadv. & Gunnison Ry. operates the road, keeping the track in repair, and using its own motive power and cars; the S. Park & Leadv. S. Line R. R. is charged with maintenance and is allowed a slight division of freight earnings.	1753
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	1754
Operating road, subsidiary, other relation. Frank Trumbull, Receiver; appointed Dec. 18, 1893.	1755
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock. S. H. H. Clark, O. W. Mink, E. E. Anderson, J. W. Doane, and F. R. Coudert, Receivers; appointed in the Ames cause Oct. 13, 1893, and in foreclosure cause Oct. 5, 1895.	1756
Operating road, independent.....	1757
do	1758
Private road. "Line owned" not in operation.....	1759

GROUP IX.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
	Total—Group IX	11, 196.45	181.62	.....	.....
1760	Aransas Harbor Terminal Railway Company ¹ ...	3.20	3.20	.....	.....
1349	Atchison, Topeka and Santa Fe Railway Com- pany: ²				
1761	Gulf, Colorado and Santa Fe Railway Company.	³ 1, 058.00	.....	³ 1, 058.00	.....
1762	Baton Rouge, Mobile and Ponchatoula Railroad Company.	⁴ 12.00	.....	⁴ 12.00	.....
1763	Calcasieu, Vernon and Shreveport Railroad Com- pany.	⁴ 15.38	.....	⁴ 15.38	.....
1415	Chicago, Rock Island and Pacific Railway Com- pany: ²				
1764	Chicago, Rock Island and Texas Railway Com- pany.	92.00	.....	92.00	.....
1765	De Kalb and Red River Railroad Company.....	11.47	.75	11.47	.75
1766	East Louisiana Railroad Company.....	43.30	4.30	43.30	⁵ 31.70
1767	East Texas Transportation Company.....	⁴ 16.00	.....	⁴ 16.00	.....
1768	Fort Worth and Rio Grande Railway Company...	146.17	.....	146.17	.....
1769	Galveston and Western Railway Company.....	⁴ 13.10	.....	⁴ 13.10	.....
1770	Galveston, Houston and Henderson Railroad Company of 1882.	50.00	.....	50.00	.....
1771	Galveston, La Porte and Houston Railway Com- pany.	56.18	2.80	60.08	21.08
1772	Gulf and Interstate Railway Company.....	70.50	64.53	70.50	70.50
1773	Gulf, Beaumont and Kansas City Railway Com- pany.	60.20	5.00	60.20	5.00
1774	Gulf Sabine and Red River Railroad Company...	24.00	5.00	24.00	5.00
1775	Hearne and Brazos Valley Railroad Company....	16.42	.....	18.82	.....
1776	Houston Belt and Magnolia Park Railway Com- pany.	4.10	.....	.....	.....
1777	Houston East and West Texas Railway Company.	192.00	.....	192.00	.....
1778	Houston and Shreveport Railroad Company....	40.00	.....	40.00	.....
1779	International and Great Northern Railroad Com- pany.	775.40	.....	825.40	50.00
1780	Jackson Railroad Company.....	5.00	.30	5.00	.30
1781	Kansas City, Watkins and Gulf Railway Com- pany.	98.37	.....	98.37	.....
1782	Kickapoo Railroad Company.....	7.00	.....	7.00	.....
1783	Kildare and Linden Railroad Company.....	⁴ 13.00	.....	⁴ 13.00	.....
1784	Lake Charles and Leesville Railroad Company...	22.00	.....	22.00	.....
1785	Louisiana and Northwest Railroad Company.....	⁴ 36.00	.....	⁴ 36.00	.....
1786	Louisiana Central Railroad Company.....	22.00	.....	.....	⁵ 22.00
1787	Louisiana Nickel Plate Railroad Company.....	⁴ 10.00	.....	⁴ 10.00	.....
1788	Mansfield Railway and Transportation Company..	2.00	.....	2.00	.....
1789	Marshall, Timpson and Sabine Railroad Company.	8.00	8.00	8.00	8.00
1790	Minden Railroad Company.....	5.25	.....	5.25	.....
1691	Missouri, Kansas and Texas Railway Company ⁶ . [Line south of Denison, Texas.]	841.98	.....	987.44	.....
1791	Wichita Falls Railway Company.....	17.96	.08	.....	.....
1792	Sherman, Shreveport and Southern Railway Company.	153.04	.....	153.04	.....
1793	Natchez, Red River and Texas Railroad Company.	25.08	.02	25.08	.02
1794	Natchitoches and Red River Valley Railway Company.	16.00	.....	16.00	.....
1795	New Orleans and Northwestern Railway Company	⁷ 101.36	⁵ .64	⁷ 101.36	⁵ .64
1796	New Orleans and Western Railroad Company....	15.00	15.00	80.50	80.50
1797	New Orleans and Southern Railway Company..	65.80	⁵ .20	.....	.....
1798	New Orleans, Fort Jackson and Grand Isle Rail- road Company.	⁴ 60.90	.....	⁴ 60.90	.....

¹ Report for period, January 23 to June 30, 1896.³ Includes 100.00 miles lying in Group VIII.⁵ Decrease.⁶ See page 250, No. 1691, for totals covering entire road.⁷ Includes 2.51 miles lying in Group V.² Inserted to show relation of road following.⁴ Unofficial figures.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Independent road. "Line owned" not in operation.....	1760
	1349
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock and majority of bonds.	1761
Private logging road. Owned by Burton Lumber Co. Feeder to Louisv., N. O. & Tex. Ry. at Burtville, La.	1762
Operating road, independent.....	1763
	1415
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	1764
Operating road, independent.....	1765
do.....	1766
Private road. Owned by Griggby Bros.....	1767
Operating road, independent.....	1768
do.....	1769
Operating road, independent. Stock owned jointly by the Internat. & Gt. Nn. R. R., and Mo., Kans. & Tex. Ry., one-half each. On Nov. 19, 1895, an agreement was entered into between these roads to use the track of this company to run trains into Galveston, for which they pay their pro rata of expenses for such privilege.	1770
Operating road, independent. T. W. House and M. T. Jones, Receivers; appointed Jan. 7, 1896.	1771
Operating road, independent.....	1772
do.....	1773
Private logging road.....	1774
Operating road, independent.....	1775
Independent road. "Line owned" not in operation. John Kennedy, Receiver; appointed May 22, 1893.	1776
Operating road, independent.....	1777
Operating road, subsidiary, other relation. Operated jointly with the Houston E. & W. Tex. Ry., each being charged a pro rata of all expenses that are in common with both roads.	1778
Operating road, independent.....	1779
do.....	1780
do.....	1781
Private road. Operated by the Trinity County Lumber Co.....	1782
Private logging road.....	1783
Private lumber road. Owned by Bradley-Ramsey Lumber Co.....	1784
Operating road, independent.....	1785
Independent road. "Line owned" not in operation.....	1786
Private logging road.....	1787
Operating road, independent.....	1788
do.....	1789
do.....	1790
do.....	1691
Subsidiary road, contingent money rental. Operated by lessee on a basis of division of revenue.	1791
Operating road, subsidiary, other relation. Stock deposited with Central Trust Co., as Trustee of the first-mortgage bonds of Mo., Kans. & Tex. Ry.	1792
Operating road, independent.....	1793
do.....	1794
Operating road, independent. Louis K. Hyde, Receiver; appointed Oct. 1, 1892.....	1795
Operating road, independent.....	1796
Subsidiary road. G. S. Taylor, Receiver; appointed June 10, 1895.....	1797
Operating road, independent.....	1798

GROUP IX.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2		3		4		5	
		LINE OWNED.		LINE OPERATED.					
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.				
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>				
1799	North Texas Land and Timber Company's Railroad	15.00	.....	.....	¹ 15.00				
1800	Olive Sternenberg and Company's Timber Railroad	16.00	.....	16.00	.....				
1801	Paris, Marshall and Sabine Pass Railway Company	15.50	.....	20.50	.....				
1802	Hope Lumber Company's Railroad.....	5.00	.....	.....	.....				
1803	Pecos Valley Railway Company.....	109.87	.....	109.87	.....				
1804	Pecos River Railroad Company.....	54.13	.13	54.13	.13				
1805	Rio Grande Railroad Company.....	22.50	.....	22.50	.....				
1806	Rio Grande and Eagle Pass Railway Company....	27.37	.....	27.37	.....				
1807	Rio Grande Northern Railway Company.....	26.00	10.00	.....	.....				
1808	Robeline and Sabine Pass Railroad Company.....	11.00	¹ 3.00	11.00	¹ 3.00				
1809	Ruddock, Bonnet Carre and Northern Railroad Company.	12.00	12.00	12.00	12.00				
1810	Saint Louis, Avoyelles and Southwestern Rail- way Company.	36.00	36.00	.....	.....				
1731	Saint Louis Southwestern Railway Company: ²								
1811	Saint Louis Southwestern Railway Company of Texas.	551.70	.....	551.70	.....				
1812	Tyler Southeastern Railway Company.....	88.60	.....	88.60	.....				
1813	San Antonio and Aransas Pass Railway Company.	687.40	.....	687.40	.....				
1814	San Antonio and Gulf Shore Railway Company..	28.40	¹ 1.60	28.40	¹ 1.60				
1815	Seven Oaks Timber Road.....	³ 5.00	.....	³ 5.00	.....				
1816	Southern Pacific Company ⁴ [Line in Louisiana.]	.....	.....	447.71	12.31				
1817	Iberia and Vermilion Railroad Company.....	16.13	.....	.....	.....				
1818	Louisiana Western Railroad Company.....	147.37	11.18	.....	.....				
1819	Morgan's Louisiana and Texas Railroad and Steamship Company.	259.75	¹ .15	.....	.....				
1820	Austin and Northwestern Railroad Company...	108.14	¹ .96	108.14	¹ .96				
1821	Central Texas and Northwestern Railway Com- pany.	12.36	.....	12.36	.....				
1822	Galveston, Harrisburg and San Antonio Rail- way Company.	919.43	.....	919.43	.....				
1823	Gulf, Western Texas and Pacific Railway Com- pany.	111.20	.....	111.20	.....				
1824	Houston and Texas Central Railroad Company.	452.55	¹ 5.02	452.55	¹ 5.02				
1825	Fort Worth and New Orleans Railway Com- pany.	40.05	.....	40.05	.....				
1826	New York, Texas and Mexican Railway Com- pany.	91.00	.....	91.00	.....				
1827	Texas and New Orleans Railroad Company.....	214.04	7.90	214.04	7.90				
1828	Sugar Land Railway Company.....	14.20	.....	14.20	.....				
1829	Teche Railroad and Sugar Company.....	18.00	.....	18.00	.....				
1830	Texas and Pacific Railway Company.....	1,388.27	.....	1,499.00	.....				
1831	El Paso Northern Railway Company.....	10.08	.08	10.08	5.08				
1832	Texas Central Railroad Company.....	175.00	.....	186.00	.....				
1833	Texas City Terminal Railroad Company.....	4.50	.30	4.50	.30				
1834	Texas, Louisiana and Eastern Railroad Company.	29.60	.....	29.60	.....				
1835	Texas Mexican Railway Company.....	166.24	3.62	166.24	3.62				
1836	Texas Midland Railroad Company.....	75.30	.....	75.30	.....				
1837	Texas, Sabine Valley and Northwestern Railway Company.	40.00	.....	40.00	.....				
1838	Texas and Sabine Valley Railway Company....	.....	.....	.....	.....				

¹ Decrease.³ Unofficial figures.² Inserted to show relation of two roads following.⁴ See page 250, No. 1816, for totals covering entire road.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Private logging road, "Line owned" not in operation.....	1799
Private road. Feeder to Sn. Pac. Co. at Olive, Tex.....	1800
Operating road, independent. Operated by present management for G. W. Parrott, owner.....	1801
Subsidiary road, other relation. Operated by verbal agreement for the consideration of keeping the roadbed and bridges in good repair.....	1802
Operating road, independent. E. O. Faulkner, Receiver; appointed Feb. 17, 1896.....	1803
Operating road, subsidiary, contingent money rental. Contract dated Jan. 1, 1891, for 5 years; lessee guarantees operating expenses and fixed charges, also division of freight, mail, and express earnings accruing to both companies on a mileage basis. Entire capital stock owned by the Pecos V. Ry.....	1804
Operating road, independent.....	1805
do.....	1806
Independent road. "Line owned" not in operation.....	1807
Private road.....	1808
Private logging road.....	1809
Independent road. "Line owned" not in operation.....	1810
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.....	1731 1811
do.....	1812
Operating road, independent.....	1813
Operating road, independent. H. Terrell, Receiver; appointed May 12, 1895.....	1814
Private lumber road.....	1815
Operating road, independent.....	1816
Subsidiary road, other relation. Controlled through ownership of capital stock.....	1817
Subsidiary road, contingent money rental. Leased Feb. 10, 1885, for 99 years. Lessee assumes payment of all fixed charges except for betterments and additions, and pays over 7 per cent of any net profits remaining after the payment of all expenses and fixed charges of various properties operated by the Sn. Pac. Co. under similar leases.....	1818
Subsidiary road, contingent money rental. Leased for 99 years from Mar. 1, 1885; lessee to receive the rents and earnings, pay the expenses of operating, maintenance, taxes, and interest on bonded and floating debt.....	1819
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.....	1820
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.....	1821
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.....	1822
Operating road, subsidiary, other relation. Majority of capital stock owned by Morgan's La. & Tex. R. R. & Steamship Co.....	1823
Operating road, subsidiary, other relation.....	1824
Operating road, subsidiary, other relation. Sn. Pac. Co. owns entire capital stock.....	1825
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.....	1826
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.....	1827
Operating road, independent.....	1828
Operating road, independent. J. R. Jones, Receiver; appointed Mar. 4, 1894.....	1829
Operating road, independent. "Line operated" includes 17.73 miles leased from Vicksb., Shrevept. & Pac. R. R.....	1830
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock. This company having no equipment or rolling stock of its own uses Tex. & Pac. Ry. Co.'s equipment.....	1831
Operating road, independent.....	1832
Operating road, independent. Operated by the Tex. Cy. Improvement Co.....	1833
Operating road, independent.....	1834
do.....	1835
do.....	1836
Operating road, independent. Leon H. Hart, Receiver; appointed Sept. 20, 1893.....	1837
Subsidiary road, other relation. Mileage included in Tex., Sabine V. & N. Wn. Ry. Property in litigation.....	1838

GROUP IX.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1	2	3	4	5
	Name of road.	LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by comparison with June 30, 1895.	Length.	Increase as shown by comparison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
1839	Texas Tram and Lumber Company's Railway.....	22.00	.....	22.00	.....
1840	Texas Trunk Railroad Company.....	51.68	.....	51.68	.....
1841	Texas Western Railway Company.....	¹ 52.00	.....	.....	.....
1842	Trinity, Cameron and Western Railroad Company.	¹ 16.00	.....	.....	.....
1604	Union Pacific Railway Company: ²				
1755	Union Pacific, Denver and Gulf Railway Company: ³				
1843	Fort Worth and Denver City Railway Company.	454.41	.....	470.41	.....
1844	Fort Worth and Denver Terminal Railway Company.	6.88	.....	.....	.....
1845	Pan Handle Railway Company.....	14.54	.....	.....	.....
1846	Velasco Terminal Railway Company.....	20.00	.....	20.00	.....
1847	Vicksburg, Shreveport and Pacific Railroad Company.	188.42	.....	170.69	.....
1848	Waco and Northwestern Railroad Company.....	54.68	.28	54.68	.28
1849	Weatherford, Mineral Wells and Northwestern Railway Company.	23.00	.....	23.00	.....
1850	White Castle and Lake Natchez Railway Company	12.00	.....	12.00	.....
1851	Wichita Valley Railway Company.....	51.00	.....	51.00	.....

¹ Unofficial figures.² Inserted to show relation of four roads following.³ Inserted to show relation of three roads following.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Private logging road.....	1839
Operating road, independent. Geo. T. Atkins, Receiver; appointed Dec. 7, 1892.....	1840
Independent road. "Line owned" not in operation.....	1841
Independent road. "Line owned" not in operation. Road under construction.....	1842
	1604
	1755
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock. Morgan Jones, Receiver; appointed Oct. 23, 1893.	1843
Subsidiary road, fixed money rental. Leased Dec. 1, 1890, for 49 years; rental, \$10,000 per annum. "Line operated" included in yard tracks and sidings of Ft. Wor. & Denver Cy. Ry. Morgan Jones, Receiver; appointed Oct. 23, 1893.	1844
Subsidiary road, fixed money rental. Rental, \$11,250, interest on first-mortgage bonds. Morgan Jones, Receiver; appointed Oct. 23, 1893.	1845
Operating road, independent.....	1846
Operating road, independent. Of "line owned," 17.73 miles are leased to and operated by Tex. & Pac. Ry.	1847
Operating road, independent. Alfred Abeel, Receiver; appointed Dec. 11, 1892.....	1848
Operating road, independent.....	1849
Operating road, independent. Used mainly for logging purposes.....	1850
Operating road, independent.....	1851

GROUP X.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		Miles.	Miles.	Miles.	Miles.
	Total—Group X	14,607.33	121.20		
1852	Alameda and San Joaquin Railroad Company.....	36.00	36.00		
1853	Albion River Railroad Company.....	10.00		10.00	
1854	Arcata and Mad River Railroad Company.....	22.25	5.00	22.25	5.00
1855	Arizona and New Mexico Railway Company.....	71.00		71.00	
1856	Arizona and Southeastern Railroad Company.....	55.30		55.30	
1349	Atchison, Topeka and Santa Fe Railway Com- pany: ¹				
1621	Atlantic and Pacific Railroad Company ² [Western and California Division.]	576.40	.57	831.46	57
1857	New Mexico and Arizona Railroad Company.....	87.78		87.78	
1858	Southern California Railway Company.....	490.98		493.18	2.20
1859	Elsinore, Pomona and Los Angeles Railway Company.	2.20	2.20		
1860	Bellingham Bay and British Columbia Railroad Company.	25.52		25.52	
1861	Bellingham Bay and Eastern Railroad Company..	2.40	³ .10	5.54	³ .96
1862	Belt Railroad Company of San Francisco.....	2.00		2.00	
1863	Blakely Railroad Company.....	33.50	33.50	33.50	33.50
1864	Blanchard Railroad Company.....	⁴ 4.50			
1865	Bodie Railway and Lumber Company.....	30.00		33.00	
1866	Bucksport and Elk River Railroad Company.....	8.00		8.00	
1867	California Railway Company.....	6.00		6.00	
1868	California and Nevada Railroad Company.....	⁴ 22.50		⁴ 22.50	
1869	California Eastern Railway Company.....	29.44	29.44	29.44	29.44
1870	Carson and Colorado Railway Company.....	307.25		300.00	
1871	Caspar and Hare Creek Railroad Company.....	9.50	³ .50	9.50	³ .50
1872	Central Arizona Railway Company.....	15.00		15.00	
1873	Central Washington Railroad Company ⁵	109.41		125.81	125.81
1874	Chino Valley Railroad Company.....	⁴ 11.33		⁴ 11.33	
1875	Columbia and Puget Sound Railroad Company...	54.32	³ .18	54.32	³ .18
1876	Colusa and Lake Railroad Company.....	22.00		22.00	
1877	Coos Bay, Roseburg and Eastern Railroad and Navigation Company.	31.46	2.82		
1878	Coronado Railroad Company.....	27.01		27.01	
1879	Eel River and Eureka Railroad Company.....	25.00		25.00	
1880	Eureka and Klamath River Railroad Company...	⁴ 10.00		⁴ 10.00	
1881	Eureka and Palisade Railroad Company.....	84.00		84.00	
1882	Everett and Monte Cristo Railway Company.....	59.36	2.39	67.16	2.39
1883	Fort Bragg Railroad Company.....	⁴ 14.00		⁴ 14.00	
1884	Gila Valley, Globe and Northern Railway Com- pany.	68.00	6.29	68.00	6.29
1885	Glendale Mill Company's Railroad.....	1.13	³ 1.87	1.13	³ 1.87
1442	Great Northern Railway Company ⁶ [Line west of Montana.]			481.48	
1443	Saint Paul, Minneapolis and Manitoba Railway Company. ⁷	435.43			
	[Line west of Montana.]				
1886	Fairhaven and Southern Railroad Company.....	⁴ 40.70		⁴ 40.70	
1887	Seattle and Montana Railway Company.....	⁴ 78.50		⁴ 78.50	
1888	Great Salt Lake and Hot Springs Railway Com- pany.	17.25		17.25	
1889	Greenwood Railroad Company.....	8.00		8.00	
1890	Gualala River Railway Company.....	13.00	3.00	13.00	3.00
1891	Ilwaco Railway and Navigation Company.....	16.00		16.00	

¹ Inserted to show relation of four roads, following.² See page 250, No. 1621, for totals covering entire road.³ Decrease.⁵ Report for eight months ending June 30, 1896.⁶ See page 250, No. 1442, for totals covering entire line.⁷ See page 250, No. 1443, for totals covering entire line.⁴ Unofficial figures.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent. Used principally for hauling coal.....	1852
Private logging road. Operated by Albion Lumber Co.....	1853
Operating road, independent.....	1854
do.....	1855
do.....	1856
do.....	1349
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock. Of "line operated," 242.37 miles included in "line owned" of Sn. Pac. R. R. of Cal., C. W. Smith, Receiver; appointed Feb. 1, 1896.	1621
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock.	1857
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock.	1858
Subsidiary road, other relation. Money to build the line was provided by the Sn. Cal. Ry. The stock of this company is held in name of Trustee pending official action as to the transfer of stock to the Sn. Cal. Ry.	1859
Operating road, independent.....	1860
do.....	1861
Operating road, independent. Operated under Board of State Harbor Commissioners of San Francisco.	1862
Operating road, independent. Operated by the Port Blakely Mill Co.....	1863
Private logging road. "Line owned" not in operation. W. Knight & Co., owners.....	1864
Private road. Used only two months in the year for purpose of hauling wood and lumber to mines in Bodie.	1865
Operating road, independent. Operated in connection with the Elk River Mill and Lum. Co. Operations amounting to 30 days' work distributed over the entire year.	1866
Operating road, independent. Used by the Cal. Imp. Co. for hauling stone from quarries. Electric road since June 6, 1896.	1867
Operating road, independent.....	1868
do.....	1869
Operating road, independent. Of "line owned," 7.25 miles not in operation.....	1870
Private logging road. Operated by Caspar Lumber Co.....	1871
Private logging road. Operated by Ariz. Lumber and Timber Co.....	1872
Operating road, independent. C. P. Chamberlin, Receiver; appointed Sept. 28, 1895.....	1873
Private road. Operated by Chino Ranch Co.....	1874
Operating road, independent. Controlled by Oregon Improvement Co.....	1875
Operating road, independent.....	1876
Independent road. Only in operation by contractor on construction.....	1877
Operating road, independent.....	1878
do.....	1879
Private road.....	1880
Operating road, independent.....	1881
do.....	1882
Private logging road. Operated by Union Lumber Co.....	1883
Operating road, independent.....	1884
Private logging road. Isaac Minor, owner.....	1885
Operating road, independent.....	1442
Subsidiary road, fixed money rental. Leased Feb. 1, 1890, for 999 years; rental, 6 per cent on stock, interest on bonds, also expenses of maintaining organization.	1443
Operating road, subsidiary, other relation.....	1886
do.....	1887
Operating road, independent.....	1888
Private road. Operated by L. E. White Lumber Co.....	1889
Operating road, independent.....	1890
do.....	1891

GROUP X.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2		3		4		5	
		LINE OWNED.		LINE OPERATED.					
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.				
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>				
1892	Independence and Monmouth Railway Company..	2.50	.....	2.50	.....				
1893	Jacoby Creek Railroad Company.....	7.50	.....	7.50	.....				
1894	Lake Tahoe Narrow Gauge Railroad Company...	10.00	.....	10.00	.....				
1895	Lake Valley Railroad Company.....	13.00	.....	13.00	.....				
1896	Los Angeles and Redondo Railway Company.....	17.70	17.00	17.70	17.00				
1897	Los Angeles Terminal Railway Company.....	50.20	.....	50.20	.....				
1898	Maricopa and Phoenix and Salt River Valley Rail- road Company.	41.92	41.92	41.92	41.92				
1899	Mosher and McDonald Logging Railroad Com- pany.	¹ 18.68	.....	¹ 18.68	.....				
1900	Musquito and Coal Creek Railroad Company.....	¹ 3.20	.....	¹ 3.20	.....				
1901	National City and Otay Railway Company.....	¹ 26.46	.....	¹ 26.46	.....				
1902	Navarro Railroad Company.....	10.50	.....	.....	.....				
1903	Nevada-California-Oregon Railway Company.....	79.00	.....	79.00	.....				
1904	Nevada Central Railroad Company.....	93.30	.....	93.30	.....				
1905	Nevada County Narrow Gauge Railroad Company.	22.50	.....	22.50	.....				
1906	North Pacific Coast Railroad Company.....	84.50	.....	88.00	.....				
1907	San Rafael and San Quentin Railroad Company.	3.50	.....	.....	.....				
1508	Northern Pacific Railroad Company ² [Line west of Idaho.]	594.49	³ .42	984.32	³ 111.13				
1908	Clealum Railroad Company.....	5.37	.....	.....	.....				
1909	Cœur d'Alene Railway and Navigation Com- pany.	52.15	.....	.....	.....				
1910	Green River and Northern Railroad Company..	12.48	.....	.....	.....				
1911	Northern Pacific and Cascade Railroad Com- pany.	19.47	.18	.....	.....				
1912	Northern Pacific and Puget Sound Shore Rail- road Company.	44.38	³ 1.16	.....	.....				
1913	Spokane and Palouse Railway Company.....	153.75	³ .47	.....	.....				
1914	Spokane Falls and Idaho Railroad Company....	14.27	³ .06	.....	.....				
1915	Tacoma, Orting and Southeastern Railroad Company.	10.92	³ .12	.....	.....				
1916	United Railroads of Washington.....	184.38	.49	.....	.....				
1917	Seattle, Lake Shore and Eastern Railway Com- pany.	227.03	.....	176.98	.....				
1918	Northern Pacific Terminal Company of Oregon..	4.05	.17	4.06	.....				
1919	Ogden and Hot Springs Railway Company.....	7.00	³ 1.00	7.00	³ 1.00				
1920	Ogden Union Railway and Depot Company.....	9.50	.....	9.50	.....				
1921	Oregon Central and Eastern Railroad Company...	141.80	³ 1.00	141.80	³ 1.00				

¹ Unofficial figures.² See page 250, No. 1508, for totals covering entire road.³ Decrease.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	No.
Remarks.	
Operating road, independent.....	1892
Private logging road.....	1893
Private lumber road. Operated by Carson & Tahoe Lumber & Fluming Co.....	1894
do.....	1895
Operating road, independent.....	1896
do.....	1897
do.....	1898
Private logging road. "Line owned" and "line operated" include 6 miles of Wn. Land & Logging Co., whose stock is owned by Mosher & McDonald R. R. Jacob Furth, Receiver; appointed Feb. 29, 1896.	1899
Private road. Owned by B. F. Brock.....	1900
Operating road, independent. Owned by San Diego Land and Town Co.....	1901
Private road. "Line owned" not in operation.....	1902
Operating road, independent.....	1903
do.....	1904
do.....	1905
do.....	1906
Subsidiary road.....	1907
Operating road, independent. A. F. Burleigh, Receiver; appointed, in Washington Oct. 2, 1895, and in Oregon Oct. 3, 1895.	1508
Subsidiary road, other relation. Controlled through ownership of entire capital stock. Operated under control of Receivers of Nn. Pac. R. R.	1908
Subsidiary road, contingent money rental. Leased Oct. 1, 1888, for 999 years; rental, net earnings after deducting operating expenses, taxes, fixed charges, and expenditures for improvements and equipments. On Aug. 15, 1893, road passed into the hands of Receivers of Nn. Pac. R. R., who declined to assume the lease mentioned. Oct. 10, 1893, H. Stanton and J. Huntoon were appointed Receivers. Operated by Receivers of Nn. Pac. R. R.	1909
Subsidiary road, contingent money rental. Rental, lessee under terms of a contract guarantees sufficient earnings to meet interest and sinking-fund charges. On Aug. 15, 1893, road passed into the hands of Receivers of Nn. Pac. R. R., who declined to assume the contract mentioned. Operated by Receivers of Nn. Pac. R. R. under terms of a contract made retroactive to Aug. 16, 1893, on basis of net earnings.	1910
Subsidiary road, contingent money rental. Leased Aug. 1, 1885, for 99 years; lessee under a traffic contract guarantees sufficient earnings to meet interest and sinking-fund charges. On Aug. 15, 1893, road passed into the hands of Receivers of Nn. Pac. R. R., who declined to assume the contract mentioned. Operated by Receivers of Nn. Pac. R. R. under terms of a contract made retroactive to Aug. 16, 1893, on basis of net earnings.	1911
Subsidiary road, other relation. Controlled through ownership of entire capital stock. Operated by Receivers of Nn. Pac. R. R.	1912
Subsidiary road, contingent money rental. Operated by Receivers of Nn. Pac. R. R. under contract retroactive to Aug. 16, 1893, for portion of coupons on Washington Division and net earnings of Idaho Division.	1913
Subsidiary road, contingent money rental. Lessee under a traffic contract guarantees sufficient earnings to meet interest and sinking-fund charges. On Aug. 15, 1893, road passed into the hands of Receivers of Nn. Pac. R. R., who declined to assume the contract mentioned. Operated by Receivers of Nn. Pac. R. R. under terms of a contract made retroactive to Aug. 16, 1893, on basis of net earnings.	1914
Subsidiary road, other relation. Controlled through ownership of entire capital stock. Operated by Receivers of Nn. Pac. R. R.	1915
Subsidiary road, contingent money rental. Lessee under terms of a contract guarantees sufficient earnings to meet interest and sinking-fund charges. On Aug. 15, 1893, road passed into the hands of Receivers of Nn. Pac. R. R., who declined to assume the contract mentioned. Operated by Receivers of Nn. Pac. R. R. under terms of a contract made retroactive to Aug. 16, 1893, on basis of net earnings.	1916
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock. Of "line owned," 50.05 miles not in operation. Receivers appointed, T. R. Brown, July 1, 1893, and J. H. Bryant, Feb. 1, 1894.	1917
Operating road, independent. Leased Jan. 1, 1883, for 50 years. Used in common by Nn. Pac. and Oregon & Cal. R. Rs. and Oregon Ry. and Nav. Co., lessees; rental, interest on bonds, taxes, insurance, maintenance, operating expenses, etc. Income just sufficient to meet fixed charges and operating expenses. Of "line owned," 2.54 miles not operated by this company.	1918
Operating road, independent. W. A. Paxton, owner. Purchased July 10, 1895.....	1919
Operating road, independent. Constructed by the Un. Pac. Ry. and Sn. Pac. Co., each advancing half of total cost. These roads agree to pay the net expenses on a wheelage basis.	1920
Operating road, independent.....	1921

GROUP X.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
1922	Pacific Coast Railway Company.....	77.60	¹ .40	77.60	¹ .40
1923	Pacific Lumber Company's Railroad.....	7.00	¹ 2.75	7.00	¹ 2.75
1924	Pacific Lumber and Wood Company's Railroad...	9.00	.....	9.00	.....
1925	Pajaro Valley Railroad Company.....	23.70	.....	23.70	.....
1926	Peninsular Railway Company.....	² 36.00	.....	² 36.00	.....
1927	Pittsburg Railroad Company.....	5.66	.33	5.66	.33
1928	Port Townsend Southern Railroad Company.....	42.22	¹ 1.08	42.22	¹ 1.08
1929	Rio Grande Western Railway Company.....	³ 433.84	.....	³ 518.12	¹ 1.49
1930	Sevier Railway Company.....	25.70	.....	.....	.....
1931	Tintic Range Railway Company.....	51.68	.....	.....	.....
1932	Rogue River Valley Railway.....	6.00	.....	6.00	.....
1933	Salmon Creek Railroad Company.....	² 10.00	.....	² 10.00	.....
1934	Salt Lake and Los Angeles Railway Company.....	15.00	.....	15.00	.....
1935	Salt Lake and Mercur Railroad Company.....	12.00	1.42	12.00	1.42
1936	San Bernardino, Arrowhead and Waterman Rail- way Company.	6.38	6.38	6.38	6.38
1937	San Diego and Phoenix Railroad Company.....	3.00	3.00	.....	.....
1938	San Diego, Cuyamaca and Eastern Railway Com- pany.	25.37	.....	25.37	.....
1939	San Diego, Pacific Beach and La Jolla Railway Company.	13.54	.....	13.54	.....
1940	San Francisco and North Pacific Railway Com- pany.	165.32	.....	165.32	.....
1941	San Francisco and San Joaquin Valley Railway Company.	82.20	82.20	.....	.....
1942	San Pete Valley Railway Company.....	51.00	.....	51.00	.....
1943	Santa Ana and Newport Railway Company.....	² 10.00	.....	² 10.00	.....
1944	Santa Fe, Prescott and Phoenix Railway Com- pany.	197.60	.....	197.60	.....
1945	Sea Shore Railroad Company.....	15.50	¹ 4.50	15.50	¹ 4.50
1946	Seattle and Northern Railway Company.....	33.89	.....	33.89	.....
1947	Seattle Warehouse and Terminal Company.....	3.92	.....	3.92	.....
1948	Shelton Southwestern Railroad Company.....	² 12.00	.....	² 12.00	.....
1949	Sierra Valleys Railway Company.....	30.70	10.63	20.00	¹ .07
1950	Silver City and Northern Railroad Company.....	18.10	.....	18.10	.....
1951	Southern Oregon Company's Logging Railroad...	2.00	¹ 1.00	.....	.....
1816	Southern Pacific Company ⁴ [Pacific System.]	.....	.....	4,920.98	46.17
1952	California Pacific Railroad Company.....	113.51	.07	.....	.....
1953	Central Pacific Railroad Company.....	1,348.58	.26	.....	.....
1954	Northern Railway Company.....	389.74	.36	.....	.....
1955	Northern California Railway Company.....	53.72	.12	.....	.....
1956	Oregon and California Railroad Company.....	654.04	.54	.....	.....

¹ Decrease.² Includes 16.10 miles lying in Group VIII.³ Unofficial figures.⁴ See page 250, No. 1816, for totals covering entire line.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Operating road, independent.....	1922
do.....	1923
do.....	1924
do.....	1925
do.....	1926
Private road. Operated by the Pittsb. Coal & Min. Co.....	1927
Operating road, independent. Owned and operated by the Oregon Improvement Co.....	1928
Operating road, independent. "Line operated" includes 18.20 miles owned by Denver & Rio G. R. R. "Line owned" includes 11.30 miles not in operation.	1929
Subsidiary road, other relation. Controlled through ownership of entire bonds and capital stock. Leased July 1, 1891, for 5 years; lessor to receive any net earnings accruing to operation of their line, but same to be held by Rio G. Wn. Ry. and applied to payment of interest on bonds, etc.	1930
Subsidiary road, other relation. Controlled through ownership of entire bonds and capital stock. Leased Jan. 1, 1892, for 5 years; lessor receives any net earnings accruing to operation of their line, but same to be held by Rio G. Wn. Ry. and applied to payment of interest on bonds, etc.	1931
Operating road, independent.....	1932
do.....	1933
do.....	1934
do.....	1935
do.....	1936
Independent road. "Line owned" not in operation.....	1937
Operating road, independent.....	1938
do.....	1939
do.....	1940
Independent road. "Line owned" not in operation.....	1941
Operating road, independent.....	1942
do.....	1943
do.....	1944
do.....	1945
Operating road, independent. Controlled by Oregon Improvement Co.....	1946
Operating road, independent.....	1947
Private logging road. E. E. Crowell, Receiver; appointed Apr. 1, 1894.....	1948
Operating road, independent. Of "line owned," 10.70 miles not in operation.....	1949
Operating road, independent. "Line operated" owned by S. Wn. Coal & Iron Co.....	1950
Private road. "Line owned" not in operation.....	1951
Operating road, independent. "Line operated" includes 9.69 miles of ferry.....	1816
Subsidiary road, fixed money rental. Leased for 50 years from Nov. 1, 1886; annual rental, \$600,000; also expenses of operation, maintenance, and taxes.	1952
Subsidiary road, contingent money rental. Leased for 90 years from Jan. 1, 1894; lessee is to operate said leased property and apply the earnings and income derived therefrom to paying all operating expenses thereof, incidental expenses connected therewith, including rental of leased lines, and according to their lawful priorities to the payment of the current interest, sinking-fund contributions, United States requirements, etc.; lessee shall pay to lessor such balance, if any, of the net earnings or income as shall remain in its hands after payments provided for are made, provided that if such balance shall exceed the sum of 6 per cent on the capital stock of lessor, lessee shall retain one-half of such excess; also \$10,000 per annum for maintaining organization.	1953
Subsidiary road, fixed money rental. Leased for 99 years from July 1, 1888; lessee pays all expenses, taxes, interest on bonded and floating debt, and net proceeds from operation up to 6 per cent per annum on capital stock, retaining all over that amount; narrow gauge, 39.85 miles; majority of capital stock held by lessee, acquired in 1888.	1954
Subsidiary road, contingent money rental. Leased June 1, 1889, for 40 years; lessee makes all expenditures, including betterments and interest on funded debt, and provides a sinking fund for redemption of mortgage bonds. The balance after such payments is for the account of lessee; entire capital stock owned by lessee.	1955
Subsidiary road, contingent money rental. Leased for 34 years from Aug. 1, 1893; lessee to receive all earnings and income, pay all expenses, taxes, interest, and sinking-fund contributions of the bonded indebtedness, 7 per cent on preferred stock and 6 per cent on common stock, and pay an additional fixed rental of \$5,000 per annum. If the net earnings or income are insufficient for the payment of the current interest of the bonded indebtedness of the lessor it shall be optional with the lessee whether it advances such deficiency or not.	1956

GROUP X.

TABLE I.—CLASSIFICATION OF RAILWAYS AND MILEAGE

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
	Southern Pacific Company—Continued. [Pacific system.]				
1957	San Gabriel Valley Rapid Transit Railway Com- pany.	19.27	.....	.....	.....
1958	South Pacific Coast Railway Company.....	101.00	.....	.....	.....
1959	Southern Pacific Railroad Company of Arizona.	392.93	.43	.....	.....
1960	Southern Pacific Railroad Company (of Califor- nia).	1,913.43	53.44	.....	.....
1961	Southern Pacific Railroad Company of New Mexico.	167.45	.15	.....	.....
1962	Spokane Falls and Northern Railway Company..	140.60	.....	140.60	.....
1963	Sumpter Valley Railway Company.....	25.00	.....	25.00	.....
1964	Tacoma and Lake City Railroad and Navigation Company. ¹	11.00	.....	11.00	.....
1965	Tacoma, Lake Park and Columbia River Railway Company.	² 11.25	.....	² 11.25	.....
1604	Union Pacific Railway Company: ³				
1966	Echo and Park City Railway Company.....	30.19	.....	30.19	.....
1967	Oregon Short Line and Utah Northern Railway Company.	⁴ 1,479.68	.....	⁵ 1,429.84	.....
1968	Boise City Railway and Terminal Company...	5.56	⁶ .10	.....	.....
1969	Oregon Railway and Navigation Company....	640.17	⁶ .17	1,059.35	.....
1970	Cascade Railroad Company.....	6.00	.....	.....	.....
1971	Columbia and Palouse Railroad Company...	144.80	.....	.....	.....
1972	Mill Creek Flume and Manufacturing Com- pany.	13.40	.....	.....	.....
1973	Oregon Railway Extensions Company.....	68.73	.....	.....	.....
1974	Walla Walla and Columbia River Railroad Company.	35.52	.....	.....	.....
1975	Washington and Idaho Railroad Company..	154.19	.....	.....	.....
1976	Union River Logging Railroad Company.....	6.00	.....	.....	.....
1977	United Verde and Pacific Railway Company.....	25.80	.....	25.80	.....
1978	Utah Central Railway Company.....	32.00	.....	32.00	.....
1979	Vancouver, Klickitat and Yakima Railroad Com- pany.	15.00	3.00	15.00	3.00
1980	Virginia and Truckee Railroad Company.....	52.20	.....	52.20	.....
1981	Visalia Railroad Company.....	8.00	.....	8.00	.....
1982	Visalia and Tulare Railroad Company.....	11.50	.....	11.50	.....
1983	Warren Creek Railroad Company.....	2.00	⁶ 1.00	2.00	⁶ 1.00
1984	Washington and Columbia River Railway Com- pany.	162.73	.....	162.73	.....
1985	Yreka Railroad Company.....	7.50	.....	7.50	.....

¹ Report for period, July 1, 1895 to May 8, 1896.³ Inserted to show relation of ten roads following.⁵ Includes 218.74 miles lying in Group VII.² Unofficial figures.⁴ Includes 276.14 miles lying in Group VII.⁶ Decrease.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Subsidiary road, other relation. Road purchased by Sn. Pac. R. R. of Cal., but operated by the Sn. Pac. Co. Of "line owned," 6 miles not fully operated.	1957
Subsidiary road, fixed money rental. Leased July 1, 1887, for 55 years; lessee pays all taxes, interest on bonds, and sinking-fund requirements; also guarantees bonds in case of default by lessor. Controlled through ownership of majority of capital stock.	1958
Subsidiary road, contingent money rental. Leased Feb. 10, 1895, for 99 years; lessee guarantees principal and interest of bonds and pays lessor 10 per cent of net profits from operations of this and other lessor companies. Majority of capital stock owned by Sn. Pac. Co.	1959
Subsidiary road, contingent money rental. Leased Mar. 1, 1895, for 99 years, lessor receiving 44 per cent of the net profits. Of "line owned," 242.51 miles included in line operated by Atl. & Pac. R. R.	1960
Subsidiary road, contingent money rental. Leased Feb. 10, 1895, for 99 years, lessor receiving 6 per cent of the net profits. Majority of capital stock owned by Sn. Pac. Co.	1961
Operating road, independent.....	1962
do.....	1963
Operating road, independent. Robert Wingate, owner.....	1964
Operating road, independent. C. E. Clancy, Receiver; appointed Mar. 28, 1894.....	1965
	1604
Operating road, subsidiary, other relation. Controlled through ownership of entire capital stock. S. H. H. Clark, O. W. Mink, E. E. Anderson, J. W. Doane, and F. R. Coudert, Receivers; appointed Oct. 13, 1893.	1966
Operating road, subsidiary, other relation. Controlled through ownership of majority of capital stock. "Line owned" includes 57.40 miles leased to Mont. Un. Ry. S. H. H. Clark, O. W. Mink, E. E. Anderson, J. W. Doane, and F. R. Coudert, Receivers; appointed Oct. 13, 1893.	1967
Subsidiary road, fixed money rental. No formal agreement of lease has been executed. Operated since Jan. 1, 1894, by the Receivers of the Oregon S. Line and Utah Nn. Ry. at an annual rental of \$7,174. S. H. H. Clark, O. W. Mink, E. E. Anderson, J. W. Doane, and F. R. Coudert, Receivers; appointed Oct. 13, 1893.	1968
Operating road, subsidiary, fixed money rental. Leased for 99 years from Jan. 1, 1887; rental, 6 per cent on capital stock, interest on bonds, sinking-fund requirements, organization expenses, and taxes. E. McNeill, Receiver; appointed July 4, 1894.	1969
Subsidiary road, fixed money rental. Leased Jan. 1, 1887; rental, all expenses for repairs, taxes, charges and assessments, and expenses of maintaining organization; lease may be terminated upon 90 days' notice by either party. Entire capital stock owned by Oregon Ry. & Nav. Co. E. McNeill, Receiver; appointed July 4, 1894.	1970
Subsidiary road, fixed money rental. Leased Jan. 1, 1887; rental, interest on bonds, fixed charges, taxes, and expenses of maintaining organization; lease may be terminated at the end of any current year, upon 90 days' notice by either party. E. McNeill, Receiver; appointed July 4, 1894.	1971
Subsidiary road, other relation. Controlled through ownership of entire capital stock. E. McNeill, Receiver; appointed July 4, 1894.	1972
Subsidiary road, fixed money rental. Leased Jan. 8, 1890, for 97 years; rental, interest on first-mortgage bonds. E. McNeill, Receiver; appointed July 4, 1894.	1973
Subsidiary road, fixed money rental. Leased Jan. 1, 1887; rental, 6 per cent on capital stock, expenses, taxes, assessments, and maintenance of organization. Lease may be terminated at the end of any current year, upon 90 days' notice by either party. Lessee owns entire capital stock. E. McNeill, Receiver; appointed July 4, 1894.	1974
Subsidiary road, fixed money rental. Leased Jan. 8, 1890, for 97 years; rental, interest on first-mortgage bonds. E. McNeill, Receiver; appointed July 4, 1894.	1975
Private road. "Line owned" not in operation.....	1976
Operating road, independent.....	1977
Operating road, independent. J. McGregor and C. Cary, Receivers; appointed Nov. 27, 1893...	1978
Operating road, independent. Used largely in hauling logs and other products of the forest...	1979
Operating road, independent.....	1980
do.....	1981
do.....	1982
Private logging road. Owned by Isaac Minor.....	1983
Operating road, independent.....	1984
do.....	1985

TABLE I.—SUPPLEMENT A.—CLASSIFICATION OF RAILWAYS

[Showing totaled figures for certain

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
66	Canadian Pacific Railway Company	¹ 3,436.80	33.80	² 6,443.80	51.90
171	Baltimore and Ohio Railroad Company	531.90	.40	2,072.88	.38
741	Baltimore and Ohio Southwestern Railway Company.	917.47	.....	921.91	.....
328	Erie Railroad Company ³	973.46	973.46	1,828.53	1,828.53
789	Cleveland, Cincinnati, Chicago and Saint Louis Railway Company.	1,683.99	⁴ 2.73	1,838.11	⁴ 12.23
798	Peoria and Eastern Railway Company	341.39	.....	350.41	.....
839	Indiana, Decatur and Western Railway Company.	152.02	.....	152.51	.....
840	Indiana, Illinois and Iowa Railroad Company	151.78	1.63	151.78	⁴ 89.47
912	Norfolk and Western Railroad Company	1,327.66	.66	1,570.71	.66
964	Terre Haute and Indianapolis Railroad Company.	105.86	⁴ 7.50	651.85	.....
970	Toledo and Ohio Central Railway Company: ⁵				
971	Kanawha and Michigan Railway Company	163.97	⁴ .15	171.50	.....
973	Toledo, Saint Louis & Kansas City Railroad Com- pany.	450.72	.....	450.72	.....
978	Wabash Railroad Company	1,594.00	.....	1,979.60	.....
1027	Chesapeake and Ohio Railway Company	1,245.68	.....	1,444.80	.....
1100	Southern Railway Company	2,944.14	102.08	4,654.33	262.39
1218	Illinois Central Railroad Company	705.50	.....	3,127.34	239.04
1240	Louisville and Nashville Railroad Company	2,381.85	272.64	3,161.34	12.32
1276	Mobile & Ohio Railroad Company	527.00	.....	687.60	.....
1349	Atchison, Topeka and Santa Fe Railway Com- pany.	4,429.33	.....	4,528.16	.....
1621	Atlantic and Pacific Railroad Company	688.45	.57	943.51	.57
1367	Chicago and Alton Railroad Company: ⁵				
1369	Kansas City, Saint Louis and Chicago Railroad Company.	161.82	.....	.....	.....
1387	Chicago, Burlington and Quincy Railroad Com- pany.	5,663.33	94.87	5,870.48	138.66
1415	Chicago, Rock Island and Pacific Railway Com- pany.	2,880.70	.....	3,571.41	.....
1419	Chicago, Saint Paul, Minneapolis and Omaha Railway Company.	1,422.64	10.88	1,492.23	.....
1442	Great Northern Railway Company .....	.....	.....	3,765.62	⁴ .37
1443	Saint Paul, Minneapolis and Manitoba Railway Company.	3,719.57	⁴ .37	.....	.....
1508	Northern Pacific Railroad Company	2,217.63	⁴ 4.76	⁶ 4,532.82	⁴ 116.14
1604	Union Pacific Railway Company	1,829.63	.....	1,835.95	.....
1691	Missouri, Kansas and Texas Railway Company ...	1,841.09	194.60	2,197.21	136.42
1816	Southern Pacific Company .....	.....	.....	5,368.69	58.48

¹ Not in the United States.³ Report for seven months ending June 30, 1896.⁵ Inserted to show relation of road following.² Includes 6,211.00 miles not in the United States.⁴ Decrease.⁶ Includes 265.12 miles not in the United States.

AND MILEAGE FOR THE YEAR ENDING JUNE 30, 1896.

roads lying in more than one group.]

6	
Remarks.	No.
Lies in Group I and outside the United States; see page 128, No. 66.....	66
Lies in Groups II, III, and IV; see pages 134, 166, and 184, No. 171	171
Lies in Groups III and VI; see pages 166 and 204, No. 741.....	741
Lies in Groups II and III; see pages 142 and 170, No. 328.....	328
Lies in Groups III and VI; see pages 168 and 208, No. 789	789
Lies in Groups III and VI; see pages 170 and 208, No. 798.....	798
Lies in Groups III and VI; see pages 172 and 212, No. 839.....	839
Lies in Groups III and VI; see pages 172 and 212, No. 840.....	840
Lies in Groups III and IV; see pages 176 and 186, No. 912.....	912
Lies in Groups III and VI; see pages 180 and 218, No. 964.....	964
Lies in Groups III and IV; see pages 180 and 190, No. 971.....	971
Lies in Groups III and VI; see pages 182 and 218, No. 973.....	973
Lies in Groups III and VI; see pages 182 and 218, No. 978.....	978
Lies in Groups IV and V; see pages 186 and 192, No. 1027	1027
Lies in Groups IV and V; see pages 188 and 202, No. 1100	1100
Lies in Groups V and VI; see pages 196 and 210, No. 1218.....	1218
Lies in Groups V and VI; see pages 198 and 212, No. 1240	1240
Lies in Groups V and VI; see pages 200 and 214, No. 1276	1276
Lies in Groups VI, VIII, ¹ IX and ¹ X; see pages 204, 226, 236, and 242, No. 1349.....	1349
Lies in Groups VIII and X; see pages 226 and 242, No. 1621.....	1621
Lies in Groups VI and VIII; see pages 204 and 226, No. 1369.....	1367
Lies in Groups VI and VII; see pages 206 and 222, No. 1387.....	1369
Lies in Groups VI, VIII, and ¹ IX; see pages 208, 228, and 236, No. 1415	1387
Lies in Groups VI and VII; see pages 208 and 222, No. 1419.....	1415
Lies in Groups VI, VII, and X; see pages 210, 222, and 242, No. 1442.....	1419
Lies in Groups VI, VII, and X; see pages 210, 222, and 242, No. 1443.....	1442
Lies in Groups VI, VII, and X; see pages 214, 222, and 244, No. 1508.....	1443
Lies in Groups VII, VIII, ¹ IX, and ¹ X; see pages 224, 234, 240, and 248, No. 1604.....	1508
Lies in Groups VIII and IX; see pages 230 and 236, No. 1691.....	1604
Lies in Groups IX and X; see pages 238 and 246, No. 1816.....	1691
	1816

¹ Inserted to show relation of road (or roads) following in group.

TABLE I.—SUPPLEMENT B.—CORPORATE CHANGES

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
	GROUP I.				
	Boston and Maine Railroad Company: ¹				
	Maine Central Railroad Company: ²				
35	Androscoggin Railroad Company.....	31.00	.....	.....	.....
97	Green Mountain Railroad Company.....	1.14	.....	.....	.....
110	New York and New England Railroad Company..	360.56	.....	558.69	.....
	GROUP II.				
205	Batavia and Northern Railroad Company.....	33.49	.....	33.49	.....
	Central New York and Western Railroad Com- pany: ²				
229	Rochester, Hornellsville and Lackawanna Rail- road Company.	10.13	.....	.....	.....
	Coudersport and Port Allegany Railroad Com- pany: ²				
282	Coudersport and Pine Creek Railroad Company.	5.00	.....	.....	.....
343	Glen Haven Railroad Company.....	3.48	.....	3.48	.....
345	Granite Hill Railroad Company.....	.50	.....	.....	.....
362	Kinderhook and Hudson Railway Company.....	16.23	.....	16.23	.....
	Lehigh Valley Railroad Company: ³				
384	Pennsylvania, Poughkeepsie and Boston Rail- road Company.	48.57	.....	.....	.....
386	Rochester and Honeoye Valley Railroad Com- pany.	15.94	.....	.....	.....
388	Southern Central Railroad Company.....	115.26	.....	.....	.....
	Long Island Railroad Company: ²				
403	Marine Railway Company.....	.33	.....	.....	.....
	New York Central and Hudson River Railroad Company: ²				
456	Malone and Saint Lawrence Railway Company.	12.10	.....	12.10	.....
459	New York, Lake Erie and Western Railroad Com- pany.	543.87	.....	⁴ 1,705.03	.....
471	Hawley Branch Railroad Company.....	15.61	.....	.....	.....
516	Palisades Railroad Company.....	4.44	.....	4.44	.....
	Pennsylvania Railroad Company: ⁵				
	United New Jersey Railroad and Canal Com- pany: ⁶				
	Belvidere Delaware Railroad Company: ³				
562	Enterprise Railroad.....	1.50	.....	.....	.....
563	Martins Creek Railway Company of New Jersey.	.14	.....	.....	.....
564	Martins Creek Railway Company of Penn- sylvania.	.15	.....	.....	.....
574	Camden and Atlantic Railroad Company.....	68.79	.....	81.67	.....
575	Philadelphia, Marlton and Medford Railroad Company.	11.98	.....	.....	.....
602	West Jersey Railroad Company.....	184.84	.....	230.40	.....
603	Alloway and Quinton Railroad Company.....	4.22	.....	.....	.....
604	West Jersey and Atlantic Railroad Company.	39.74	.....	.....	.....
	Philadelphia and Reading R. R. Company: ¹				
	Atlantic City Railroad Company: ²				
642	Brigantine Beach Railroad Company.....	14.00	.....	.....	.....
669	Rockaway Valley Railroad Company.....	26.55	.....	26.55	.....
	Wellsville, Coudersport and Pine Creek Railroad Company: ²				
700	State Line Railroad Company.....	2.20	.....	.....	.....
	GROUP III.				
	Baltimore and Ohio Railroad Company: ³				
	Pittsburgh and Western Railway Company: ²				
746	Pittsburg and Northern Railroad Company....	4.00	.....	4.00	.....
747	Valley Railway Company (of Ohio).....	87.62	.....	87.62	.....

¹ Inserted to show relation of two roads following.³ Inserted to show relation of three roads following.⁵ Inserted to show relation of ten roads following.⁶ Inserted to show relation of four roads following.² Inserted to show relation of road following.⁴ Includes 598.48 miles lying in Group III.

FOR THE YEAR ENDING JUNE 30, 1896.

6	
Remarks.	No.
Merged in Me. Cent. R. R.	35
Road abandoned.	97
Reorganized as the New England R. R., Aug. 26, 1896.	110
This road owns no mileage and has not operated any. Official returns for 1895 were erroneous.	205
Merged in Cent. N. Y. & Wn. R. R.	229
Consolidated into Couderspt. & Port Alleg. R. R., Dec., 1895.	282
Sold at foreclosure sale in 1896. Reorganized as the Irondequoit Park R. R., and motive power changed to electricity.	343
Road abandoned.	345
Reorganized as the Kinderhook & Hud. Ry., Mar. 1, 1896.	362
Reorganized as the Lehigh & New Eng. R. R., July 1, 1895.	384
Consolidated into Roch. Sn. R. R., Aug. 14, 1895.	386
Reorganized as the Lehigh & N. Y. R. R., Aug. 24, 1895.	388
Road abandoned.	403
Consolidated into St. Law. & Adirondack Ry., Nov. 18, 1895.	456
Reorganized as the Erie R. R., Nov. 14, 1896.	459
Branch of and owned by Erie & Wyo. Vy. R. R.	471
Street railway.	516
Consolidated into Belvidere Del. R. R., Feb. 26, 1896.	562
do.	563
Consolidated into Belvidere Del. R. R., Mar. 11, 1896.	564
Consolidated into W. Jersey & Seashore R. R., May 4, 1896.	574
do.	575
do.	602
do.	603
do.	604
Reorganized as the Phila. & Brigantine R. R., Mar. 19, 1896.	642
Reorganized as the Rkaway. Vy. Ry., Aug. 26, 1895.	669
Merged in Buff. & Susq. R. R., Nov. 26, 1895.	700
Not a railway.	746
Reorganized as the Cleve., Term. & Vy. B. R., Oct. 5, 1895.	747

TABLE I.—SUPPLEMENT B.—CORPORATE CHANGES

No.	1	2	3	4	5
	Name of road.	LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by comparison with June 30, 1895.	Length.	Increase as shown by comparison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
	GROUP III—Continued.				
	Bellaire, Zanesville and Cincinnati Railway Company: ¹				
753	Muskingum County Railway Company.....	9.00	.....		
772	Cincinnati, Hamilton and Dayton Railroad Company.	59.74	.....	447.18	.....
775	Cincinnati, Dayton and Ironton Railroad Company.	164.05	.....		
779	Cincinnati, Dayton and Chicago Railroad Company.	94.20	.....	95.70	.....
802	Columbus, Sandusky and Hocking Railway Company.	226.21	.....	273.03	.....
	Lake Shore and Michigan Southern Railway Company: ¹				
852	Silver Creek and Dunkirk Railway Company ..	8.71	.....		
864	Lancaster and Hamden Railway Company	6.00	.....		
	New York, Lake Erie and Western Railroad Company: ¹				
899	New York, Pennsylvania and Ohio Railroad Company.	429.59	.....		
948	Pittsburgh, Akron and Western Railroad Company.	165.00	.....	165.00	.....
950	Pittsburgh, Marion and Chicago Railway Company.	28.00	.....	28.00	.....
954	Port Clinton Short Line Railway Company.....	1.00	.....		
969	Toledo, Ann Arbor and North Michigan Railway Company.	298.80	.....	302.73	.....
	GROUP IV.				
	Atlantic Coast Line Association: ²				
989	Charleston and Northern Railroad Company.....		.....		
998	South and North Carolina Railroad Company ..		.....		
1001	Wilmington, Chadbourn and Conway Railroad Company.		.....		
1009	Belva and Elk River Railroad Company.....	20.00	.....	20.00	.....
	Chesapeake and Ohio Railway Company: ¹				
1024	Sulphur Mines Railroad Company.....	4.00	.....		
1039	Jamesville and Washington Railroad Company ..	7.00	.....	7.00	.....
1045	Norfolk, Albemarle and Atlantic Railroad Company.	17.90	.....	17.90	.....
	Southern Railway Company: ³				
1098	Spartanburg, Union and Columbia Railroad Company.	68.00	.....		
1103	Laurens Railway Company.....	29.90	.....	29.90	.....
1105	Summerville and Saint Johns Railroad Company..	16.00	.....	16.00	.....
	GROUP V.				
1123	Amoskeag Railroad Company.....	21.00	.....	21.00	.....
1134	Birmingham, Sheffield and Tennessee River Railway Company.	119.01	.....	119.01	.....
1145	Central Railroad and Banking Company of Georgia.	312.05	.....	1,415.45	.....
1147	Mobile and Girard Railroad Company.....	122.01	.....		
1148	Montgomery and Eufaula Railway Company...	79.65	.....		
1149	Savannah and Atlantic Railroad Company	17.70	.....		
1150	Savannah and Western Railroad Company	481.97	.....		
1155	Chattanooga Southern Railway Company.....	91.63	.....	96.81	.....
1156	Chattanooga Union Railway Company.....	42.25	.....	42.25	.....
1168	Cincinnati and Kentucky Southern Railroad Company.	13.00	.....		

¹ Inserted to show relation of road following.² Inserted to show relation of three roads following.³ Inserted to show relation of two roads following.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Consolidated into Bellaire, Zanesv. & Cin. Ry., May 19, 1893	753
Consolidated with Cin., Day. & Ironton and Cin., Day. & Chic. R. Rs., forming Cin., Ham. & Day. Ry., July 8, 1895.	772
Consolidated into Cin., Ham. & Day. Ry., July 8, 1895	775
.....do.....	779
Reorganized as the Cols., Sdsky. & Hock. R. R., Nov. 14, 1895	802
Merged in L. Shore & Mich. Sn. Ry.	852
Reorganized as the Cols., Lanc. & Wellston Ry., Dec. 31, 1895	864
The property of the N. Y., Pa. & Ohio R. R. was sold under foreclosure in Mar. 1896. The Nyp- ano R. R. was formed by a reorganization of the N. Y., Pa. & Ohio R. R. The Nypano R. R. has a nominal existence, but is not considered a distinct railroad, being treated in all its accounts and affairs as a part of the Erie R. R.	899
Reorganized as the Nn. Ohio Ry., Aug. 14, 1895.....	948
Reorganized as the Pittsb., Lisbon & Wn. Ry., May 1, 1896.....	950
Road abandoned	954
Reorganized as the Ann Arbor R. R., Sept. 21, 1896	969
Road abandoned. Mileage included in that of Atl. Coast Line Assn.....	989
Merged in Manch. & Aug. R. R., Jan. 1, 1896.....	998
Merged in Wilm., Col. & Aug. R. R., Jan. 1, 1896	1001
Road abandoned, Dec. 20, 1895	1009
Branch of and owned by the Ches. & Ohio Ry.	1024
Road abandoned	1039
Reorganized as the Norf., Va. B. & Sn. R. R., May 27, 1896	1045
Purchased by and merged in Ashev. & Spartanb. R. R., Nov. 11, 1896.....	1098
Jan. 15, 1896, 11.50 miles merged in Col., Newb. & Laurens R. R., and balance of line, 18.40 miles, abandoned and rails taken up.	1103
Road abandoned	1105
.....do.....	1123
Reorganized as the Nn. Ala. Ry., Dec. 1, 1895	1134
Reorganized as the Cent. of Ga. Ry., Oct. 31, 1895.....	1145
Merged in Cent. of Ga. Ry., Mar. 15, 1896.....	1147
Merged in Cent. of Ga. Ry., Feb. 1, 1896	1148
Merged in Cent. of Ga. Ry., Jan. 31, 1896	1149
Merged in Cent. of Ga. Ry., Oct. 31, 1895	1150
Reorganized as Chatt. Sn. R. R., May 11, 1896.....	1155
Reorganized as the Belt Ry. of Chatt., Sept. 28, 1895.....	1156
Road abandoned	1168

TABLE I.—SUPPLEMENT B.—CORPORATE CHANGES

No.	1 Name of road.	2	3	4	5
		LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by com- parison with June 30, 1895.	Length.	Increase as shown by com- parison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
GROUP V—Continued.					
1174	Covington Short Route Railway Transfer Com- pany.	.81	.....	.81	.....
1189	Florida, Peninsular and Gulf Railroad Company..	12.00	.....	.....	.....
1193	Gainesville, Rocky Point and Micanopy Railway Company.	23.00	.....	23.00	.....
1200	Georgia Midland and Gulf Railroad Company....	99.60	.....	99.60	.....
1202	Georgia Southern and Florida Railroad Company..	285.00	.....	285.00	.....
1203	Macon and Birmingham Railroad Company.....	97.00	.....	97.00	.....
1208	Harriman Coal and Iron Railroad Company.....	22.00	.....	22.00	.....
1211	Huntsville Belt Line and Monte Sano Railroad Company.	8.50	.....	.....	.....
1219	Jacksonville, Saint Augustine and Indian River Railway Company.	342.40	.....	342.40	.....
	Jacksonville, Tampa and Key West Railway Com- pany: ¹				
1221	Jupiter and Lake Worth Railroad Company	7.48	.....	.....	.....
1228	Knoxville, Cumberland Gap and Louisville Rail- road Company.	81.80	.....	74.80	.....
1256	Louisville, Saint Louis and Texas Railway Com- pany.	165.20	.....	186.00	.....
1257	Macon and Northern Railway Company.....	105.00	.....	105.00	.....
1261	Memphis and Binghamton Belt Railway Com- pany.	10.00	.....	10.00	.....
1267	Middlesborough Belt Railroad Company.....	21.51	.....	21.51	.....
1270	Mobile and Birmingham Railway Company.....	149.40	.....	163.00	.....
1282	Opelika and Auburn Railway Company	7.90	.....	7.90	.....
1283	Paducah, Tennessee and Alabama Railroad Com- pany.	119.20	.....	119.20	.....
1284	Tennessee Midland Railroad Company.....	135.40	.....	135.40	.....
1297	Savannah, Americus and Montgomery Railway Company.	264.50	.....	299.50	.....
1298	Albany, Florida and Northern Railway Com- pany.	35.00	.....	.....	.....
1313	South Brunswick Terminal Railroad Company....	16.00	.....	16.00	.....
1331	Tuscaloosa Belt Railway Company	2.80	.....	2.80	.....
GROUP VI.					
1340	Atchison, Topeka and Santa Fe Railroad Company.	³ 4,438.22	.....	⁴ 4,582.12	.....
1392	Chicago Elevated Terminal Railway Company....	27.69	.....	27.69	.....
1400	Chicago, Peoria and Saint Louis Railway Com- pany.	164.20	.....	221.65	.....
1401	Saint Louis and Chicago Railway Company....	44.53	.....	.....	.....
	Chicago, Saint Paul, Minneapolis and Omaha Railway Company: ²				
1407	Superior Short Line Railway Company.....	8.28	.....	.....	.....
1408	Superior Short Line Railway Company of Min- nesota.	2.60	.....	.....	.....
1422	Duluth Belt Line Railway Company	2.00	.....	2.00	.....
1439	Green Bay, Winona and Saint Paul Railroad Company.	218.80	.....	225.00	.....
1440	Green Bay, Stevens Point and Northern Rail- road Company.	6.00	.....	.....	.....
1445	Humeston and Shenandoah Railroad Company....	95.45	.....	112.53	.....
	Illinois Central Railroad Company: ²				
1451	Cedar Falls and Minnesota Railroad Company..	75.58	.....	.....	.....
1455	Mound City Railway Company	2.87	.....	2.87	.....
1507	Port Edwards, Centralia and Northern Railway Company.	30.00	.....	30.00	.....
1510	Randolph County Railroad Company.....	6.00	.....	.....	.....
1541	South Range Narrow Gauge Railroad Company..	2.00	.....	2.00	.....
GROUP VIII.					
1634	Denver Resort Railway and Telegraph Company.	14.00	.....	.....	.....
1641	Greenfield and Northern Railroad Company.....	37.67	.....	37.67	.....

¹ Inserted to show relation of road following. ² Inserted to show relation of two roads following.³ Includes 593.30 miles lying in Group VI.⁴ Includes 614.11 miles lying in Group VI.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
Purchased by and merged in Ches. & Ohio Ry	1174
Road abandoned	1189
Reorganized as the Gainesv. & Gulf Ry., June 22, 1895.....	1193
Reorganized as the Ga. Midl. Ry., Apr. 1, 1896.....	1200
Reorganized as the Ga. Sn. & Fla. Ry., May 23, 1895.....	1202
Reorganized as the Macon & Birm. Ry., Apr. 1, 1896.....	1203
Reorganized as the Harriman & N. En. R. R., Dec. 4, 1895.....	1208
Road abandoned	1211
Reorganized as the Fla. E. Coast Ry., Sept. 26, 1895.....	1219
Road abandoned	1221
Reorganized as the Knoxv., Cumb. Gap & Louisv. Ry., Dec. 18, 1895.....	1228
Reorganized as the Louisv., Henderson & St. L. Ry., May 29, 1896.....	1256
Merged in Cent. of Ga. Ry., Dec. 20, 1895.....	1257
Road abandoned.....	1261
Reorganized as the Middlesb. R. R., Aug. 22, 1895.....	1267
Reorganized as the Mobile & Birm. R. R., July 2, 1895.....	1270
Street railway	1282
Merged in Louisv. & Nashv. R. R., Dec. 14, 1895.....	1283
.....do	1284
Reorganized as the Ga. & Ala. Ry., Aug. 15, 1895.....	1297
Reorganized as the Alb. & Nn. Ry., Nov. 1, 1895.....	1298
Reorganized as the S. Bruns. Ry., Aug. 6, 1895.....	1313
Street railway	1331
Reorganized as the Atch., Top. & S. Fe Ry., Dec. 31, 1895.....	1340
Company reports that it neither owns, maintains, nor operates any railway mileage	1392
Reorganized as the Chic., Peoria & St. L. R. R., Feb. 1, 1896.....	1400
Reorganized as the North & South R. R. and returned as a proprietary road of the St. L. & En. Ry..	1401
Merged in Chic., St. P., Minneap. & Om. Ry., Aug. 1, 1895	1407
.....do.....	1408
Not a railway.....	1422
Reorganized as the Green Bay & Wn. R. R., June 10, 1896	1439
Consolidated into Green Bay & Wn. R. R., June 10, 1896	1440
Reorganized as Humeston & Shenandoah Ry., and merged in Chic., Burl. & Quin. R. R., May 1, 1896.	1445
Merged in Dubq. & Sioux Cy. R. R., June 15, 1896	1451
Street railway	1455
Reorganized as the Marshf. & S. En. Ry., Feb., 1896.....	1507
Consolidated into Centralia & Chester R. R., Nov. 8, 1895.....	1510
Road abandoned	1541
No longer in existence.....	1634
Merged in Kans. Cy., Ft. Scott & Memph. R. R., July 1, 1895.....	1641

TABLE I.—SUPPLEMENT B.—CORPORATE CHANGES

No.	1	2	3	4	5
	Name of road.	LINE OWNED.		LINE OPERATED.	
		Length.	Increase as shown by comparison with June 30, 1895.—	Length.	Increase as shown by comparison with June 30, 1895.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
	GROUP VIII—Continued.				
1662	Kearney and Sheridan Railroad Company.....	8. 00	.....	8. 00	.....
1666	Lutherville and Colony Mountain Railroad Company.	3. 00	.....	3. 00	.....
1675	Missouri, Kansas and Texas Railway Company: ¹ Missouri, Kansas and Eastern Railway Company.	161. 70	.....	.....	.....
	GROUP IX.				
1749	Denison and Suburban Railway Company.....	1. 10	.....	.....	.....
1808	Southern Pacific Company: ¹ Texas Transportation Company.....	7. 90	.....	7. 90	.....
	GROUP X.				
1858	Fairhaven and New Whatcom Railway Company.	11. 48	.....	9. 50	.....
1874	Mad River and Humboldt Railroad Company.....	10. 00	.....	10. 00	.....
1875	Maricopa and Phoenix Railroad Company.....	34. 36	.....	34. 36	.....
1883	Nevada Southern Railway Company.....	29. 44	.....	29. 44	.....
1907	Prescott and Arizona Central Railway Company..	73. 12	.....	.....	.....
1908	Puget Sound and Grays Harbor Railroad and Transportation Company.	30. 00	.....	30. 00	.....
1909	Redondo Railway Company.....	20. 00	.....	20. 00	.....
1941	Stimson Mill Company's Railroad.....	4. 00	.....	4. 00	.....

¹ Inserted to show relation of road following.

FOR THE YEAR ENDING JUNE 30, 1896—Continued.

6	
Remarks.	No.
No longer in existence.....	1662
do	1666
Purchased by and merged in Mo., Kans. & Tex. Ry., June 1, 1896.....	1675
Road abandoned	1749
Purchased by and merged in Tex. & N. O. R. R., June 1, 1896.....	1808
Street railway	1858
Incorporated Jan. 18, 1892, under name of Humboldt Bay and Trinidad Log. and Lum. Co., and reincorporated Jan. 1, 1896, as the Eureka and Klamath Riv. R. R.	1874
Consolidated into Maricopa & Phoenix & Salt Riv. Vy. R. R., Dec. 5, 1895.....	1875
Reorganized as the Cal. En. Ry., Jan. 20, 1896.....	1883
Road abandoned, May, 1896	1907
Reorganized as the Blakely R. R., Dec. 19, 1896.....	1908
Reorganized as the Los Ang. & Redondo Ry., Feb. 24, 1896.....	1909
No longer in existence	1941

TABLE II.

AMOUNT OF RAILWAY CAPITAL

AT THE

CLOSE OF THE YEAR ENDING JUNE 30, 1896.

EXPLANATORY NOTE.

The statistics in this table are compiled on the basis of territorial grouping. With a few exceptions, which are explained by footnotes, the roads appearing in this table are those filing annual reports in season for use in all tabulations. The "Supplement," pages 336 and 337, contains totalized figures for certain roads lying in more than one group. The group data for such roads were assigned to groups on the basis of the group location of "Line owned," except as otherwise indicated by footnotes.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Proportion to total railway capital. 100× Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Total—Railways in the United States.	5, 226, 527, 269	29, 484	49. 46	5, 340, 338, 502	30, 126
	Group I.....	281, 568, 632	37, 070	62. 66	167, 774, 370	22, 088
	Group II.....	1, 083, 409, 103	55, 141	48. 81	1, 136, 120, 656	57, 824
	Group III.....	704, 247, 994	31, 148	50. 37	694, 009, 892	30, 695
	Group IV.....	265, 821, 427	24, 935	52. 14	244, 052, 762	22, 893
	Group V.....	388, 853, 124	19, 605	45. 75	461, 154, 589	23, 251
	Group VI.....	836, 817, 888	20, 663	44. 14	1, 058, 945, 893	26, 147
	Group VII.....	180, 033, 023	17, 357	41. 71	251, 584, 713	24, 255
	Group VIII.....	531, 709, 196	28, 919	50. 21	626, 434, 742	28, 677
	Group IX.....	234, 522, 170	22, 287	47. 32	261, 106, 484	24, 813
	Group X.....	619, 544, 712	45, 296	58. 52	439, 154, 401	32, 108
	GROUP I.					
	Total—Group I.....	281, 568, 632	37, 070	62. 66	167, 774, 370	22, 088
1	Bang. & Aroostook R. R.....	2, 103, 400	9, 641	36. 42	3, 672, 806	16, 834
2	Bang. & Piscataq. R. R.....	356, 900	4, 665	22. 56	1, 225, 000	16, 013
6	Benningt. & Rutl. Ry.....	1, 000, 000	16, 975	67. 80	475, 000	8, 063
7	Boston & Alb. R. R.....	25, 000, 000	81, 820	76. 96	7, 485, 000	24, 497
8	N. Brookf. R. R.....	100, 000	25, 000	100. 00	.....	.....
9	Pittsf. & N. Adams R. R.....	450, 000	24, 259	100. 00	.....	.....
10	Prov., Web. & Springf. R. R.....	160, 000	14, 248	100. 00	.....	.....
11	Ware Riv. R. R.....	750, 000	15, 198	100. 00	.....	.....
12	Boston & Me. R. R.....	21, 889, 000	59, 190	50. 38	21, 565, 780	58, 316
13	Boston & Lowell R. R.....	6, 529, 400	¹ 58, 429	43. 96	8, 321, 900	¹ 74, 469
14	Cent. Mass. R. R.....	7, 421, 592	75, 140	77. 94	2, 100, 000	21, 263
15	Conn. & Pass. Rivs. R. R.....	2, 500, 000	22, 665	56. 82	1, 900, 000	17, 226
16	Nash. & Lowell R. R.....	800, 000	55, 172	88. 89	100, 000	6, 897
17	Peterborough R. R.....	385, 000	36, 667	100. 00	.....	.....
21	Stony Brk. R. R.....	300, 000	22, 745	100. 00	.....	.....
22	Wilton R. R.....	240, 000	15, 484	100. 00	.....	.....
23	Conc. & Montreal R. R.....	7, 197, 400	34, 525	56. 68	5, 500, 500	26, 385
24	Conc. & Ports. R. R.....	350, 000	7, 368	100. 00	.....	.....
25	Frank. & Tilton R. R.....	250, 000	50, 000	100. 00	.....	.....
29	Nash., Acton & Boston R. R.....	500, 000	24, 004	50. 00	500, 000	24, 004
30	New Boston R. R.....	84, 000	16, 185	100. 00	.....	.....
31	Pemigewasset Vy. R. R.....	541, 500	23, 615	100. 00	.....	.....
33	Suncook Vy. R. R.....	341, 700	19, 672	100. 00	.....	.....
37	Conn. Riv. R. R.....	2, 580, 000	32, 310	52. 98	2, 290, 000	28, 679
38	Danvers R. R.....	58, 300	6, 296	31. 80	125, 000	13, 499
39	En. R. R. in N. H.....	738, 750	45, 927	100. 00	.....	.....
40	Ports. & Dover R. R.....	769, 000	70, 680	100. 00	.....	.....
41	Kennebunk & Kport. R. R.....	65, 000	14, 444	100. 00	.....	.....
42	Lowell & And. R. R.....	625, 000	71, 592	100. 00	.....	.....
44	Manch. & Law. R. R.....	1, 000, 000	44, 663	78. 50	274, 000	12, 238
45	Newburyport R. R.....	200, 900	7, 447	31. 06	² 445, 800	16, 523
46	Portl., Saco & Ports. R. R.....	1, 500, 000	29, 551	100. 00	.....	.....
47	Worc., Nash. & Roch. R. R.....	3, 099, 800	32, 809	63. 58	1, 776, 000	18, 798
48	Me. Cent. R. R.....	4, 975, 400	14, 444	31. 58	10, 781, 700	31, 230
49	Belfast & Mooseh. L. R. R.....	648, 100	19, 563	82. 50	137, 500	4, 150
50	Dexter & Newpt. R. R.....	122, 000	8, 573	41. 08	175, 000	12, 298
51	Dexter & Piscataq. R. R.....	122, 000	7, 376	41. 08	175, 000	10, 580
52	En. Me. Ry.....	200, 000	10, 638	100. 00	.....	.....
53	European & N. Amer. Ry.....	2, 494, 100	20, 725	71. 38	1, 000, 000	8, 309
54	Knox & Linc. Ry.....	200, 000	4, 133	10. 53	1, 700, 000	35, 069
55	Portl. & Ogdensb. Ry.....	4, 390, 183	40, 240	67. 45	2, 119, 000	19, 423
56	Upper Coos R. R.....	350, 000	6, 364	25. 13	1, 043, 000	18, 964
57	Portl. & Roch. R. R.....	592, 070	10, 769	83. 91	113, 500	2, 064
58	St. J. & L. Cham. R. R.....	3, 848, 500	29, 266	63. 09	2, 252, 000	17, 125
59	Vt. Vy. R. R. of 1871.....	1, 000, 000	41, 667	55. 56	800, 000	33, 333
60	Sullivan Co. R. R.....	500, 000	19, 231	58. 35	357, 000	13, 731
61	York Harb. & B. R. R.....	300, 000	26, 619	100. 00	.....	.....

¹ On basis of 111.75 miles, which includes 14.80 miles of Manch. & Keene R. R.² Bonds owned by Boston & Me. R. R. Liability of Newburyport R. R. at the termination of its lease \$300,000.

CLOSE OF THE YEAR ENDING JUNE 30, 1896.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		No.
Proportion to total railway capital. 100× Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
Per cent. 50.54	Dollars. 4,517,872,063	Dollars. 457,735,531	Dollars. 314,425,977	Dollars. 50,304,931	Dollars. 10,566,865,771	Dollars. 59,610	
37.34	126,779,480	40,406,200	.....	588,690	449,343,002	59,158	
51.19	958,141,520	69,295,137	92,905,232	15,778,767	2,219,529,759	112,965	
49.63	650,496,354	3,613,446	27,837,717	12,062,375	1,398,257,886	61,843	
47.86	222,822,551	7,677,217	9,676,768	3,876,226	509,874,189	47,828	
54.25	398,013,828	21,837,546	37,413,340	3,889,875	850,007,713	42,856	
55.86	862,469,756	146,566,751	43,637,718	6,271,668	1,895,763,781	46,810	
58.29	192,950,364	55,670,364	1,716,410	1,247,575	431,617,736	41,612	
49.79	514,082,510	62,872,079	44,509,055	4,971,098	1,258,143,938	57,596	
52.68	224,541,403	1,340,136	34,411,658	813,287	495,628,654	47,100	
41.48	367,574,297	48,456,655	22,318,079	805,370	1,058,699,113	77,404	
37.34	126,779,480	40,406,200	.....	588,690	449,343,002	59,158	
63.58	3,527,000	.....	.....	145,806	5,776,206	26,475	1
77.44	1,225,000	.....	.....	.....	1,581,900	20,678	2
32.20	475,000	.....	.....	.....	1,475,000	25,038	6
23.04	7,485,000	.....	.....	.....	32,485,000	106,317	7
.....	.....	.....	.....	.....	100,000	25,000	8
.....	.....	.....	.....	.....	450,000	24,259	9
.....	.....	.....	.....	.....	160,000	14,248	10
.....	.....	.....	.....	.....	750,000	15,198	11
49.62	9,646,780	11,919,000	.....	.....	43,454,780	117,506	12
56.04	426,900	7,895,000	.....	.....	14,851,300	132,898	13
22.06	2,000,000	100,000	.....	.....	9,521,592	96,403	14
43.18	1,900,000	.....	.....	.....	4,400,000	39,891	15
11.11	.....	100,000	.....	.....	900,000	62,069	16
.....	.....	.....	.....	.....	385,000	36,667	17
.....	.....	.....	.....	.....	300,000	22,745	21
.....	.....	.....	.....	.....	240,000	15,484	22
43.32	5,500,500	.....	.....	.....	12,697,900	60,910	23
.....	.....	.....	.....	.....	250,000	7,368	24
.....	.....	.....	.....	.....	250,000	50,000	25
50.00	500,000	.....	.....	.....	1,000,000	48,008	29
.....	.....	.....	.....	.....	84,000	16,185	30
.....	.....	.....	.....	.....	541,500	23,615	31
.....	.....	.....	.....	.....	341,700	19,672	33
47.02	.....	2,290,000	.....	.....	4,870,000	60,989	37
68.20	.....	125,000	.....	.....	183,300	19,795	38
.....	.....	.....	.....	.....	738,750	45,927	39
.....	.....	.....	.....	.....	769,000	70,680	40
.....	.....	.....	.....	.....	65,000	14,444	41
.....	.....	.....	.....	.....	625,000	71,592	42
21.50	.....	274,000	.....	.....	1,274,000	56,901	44
68.94	445,800	.....	.....	.....	2,646,700	23,970	45
.....	.....	.....	.....	.....	1,500,000	29,551	46
36.42	1,776,000	.....	.....	.....	4,875,800	51,607	47
68.42	9,731,700	1,050,000	.....	.....	15,757,100	45,674	48
17.50	137,500	.....	.....	.....	785,600	23,713	49
58.92	175,000	.....	.....	.....	297,000	20,871	50
58.92	175,000	.....	.....	.....	297,000	17,956	51
.....	.....	.....	.....	.....	200,000	10,638	52
28.62	1,000,000	.....	.....	.....	3,494,100	29,034	53
89.47	1,700,000	.....	.....	.....	1,900,000	39,202	54
32.55	2,119,000	.....	.....	.....	6,509,183	59,663	55
74.87	1,043,000	.....	.....	.....	1,393,000	25,328	56
16.09	113,500	.....	.....	.....	705,570	12,833	57
36.91	2,252,000	.....	.....	.....	6,100,500	46,391	58
44.44	800,000	.....	.....	.....	1,800,000	75,000	59
41.65	357,000	.....	.....	.....	857,000	32,962	60
.....	.....	.....	.....	.....	300,000	26,619	61

¹ See page 264, note 1.

² See page 264, note 2.

GROUP I.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Proportion to total railway capital. 100×Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		Dollars.	Dollars.	Per cent.	Dollars.	Dollars.
63	Bridgton & Saco Riv. R. R.	90,000	5,625	45.80	106,500	6,656
64	Bristol R. R.	100,000	16,667	50.00	100,000	16,667
66	Canadian Pac. Ry.: ¹					
67	Internat. Ry. of Me.					
68	Aroostook Riv. R. R.	2,273,000	12,864	39.28	3,514,000	19,887
69	Houlton Brh. R. R.					
70	Montreal & Atl. Ry.: ²					
71	Newpt. & Richf. R. R.	3,200,000	22,972	75.03	1,065,000	7,645
73	Cent. Vt. R. R.	350,000	15,909	50.00	350,000	15,909
74	Burl. & Lamoille Vy. R. R.	1,000,000	³ 1,887	70.18	425,000	³ 802
75	Consol. R. R. of Vt.	400,000	15,385	100.00		
78	New London Nn. R. R.	1,050,000	5,872	13.05	7,000,000	39,150
80	Clarendon & Pittsf. R. R.	1,500,000	12,397	50.00	1,500,000	12,397
81	Pittsf. & Rutl. R. R.	120,000	12,000	100.00		
82	Fitchburg R. R.	30,000	16,854	100.00		
83	Troy & Benningt. R. R.	24,360,000	61,837	52.24	22,268,000	56,526
84	Vt. & Mass. R. R.	150,800	24,884	85.78	25,000	4,125
85	Frank. & Megantic R. R.	3,193,000	54,303	76.15	1,000,000	17,007
86	Kingf. & Dead Riv. R. R.	43,225	2,195	37.88	70,884	4,245
87	Georges Vy. R. R.	27,050	2,801	47.41	30,000	3,119
88	Grafton & Upton R. R.	100,000	11,765	66.67	50,000	5,882
89	Gr. Trunk Ry.: ⁴	250,000	15,152	48.26	268,000	16,242
90	Atl. & St. Law. R. R.					
91	Norway Brh. R. R.	5,484,000	33,192	61.46	3,438,000	20,809
92	Lewiston & Aub. Ry.	8,750	6,434	100.00		
93	Hoosac Tun. & Wilm. R. R.	300,000	55,453	100.00		
94	Kennebec Cent. R. R.	250,000	10,000	58.68	176,000	7,040
95	Lime Rock R. R.	⁵ 41,250	8,250	57.90	30,000	6,000
97	Mer., Waterb. & Conn. Riv. R. R. ⁶	450,000	40,577	54.54	375,000	33,814
98	Monson R. R.	484,000	15,953	100.00	(⁷)	
99	Montp. & Wells Riv. R. R.	70,000	8,578	50.00	70,000	8,578
100	Barre Brh. R. R.	800,000	20,942	100.00		
101	Moshassuck Vy. R. R.	71,100	18,710	100.00		
104	Narragansett Pier R. R.	50,000	25,000	100.00		
106	New England R. R. ⁸	133,800	15,741	58.38	95,400	11,224
107	Milf. & Woonsocket R. R.	25,000,000	69,337	83.32	5,005,000	13,881
108	Milf., Frank. & Prov. R. R.	148,600	9,693	71.24	60,000	3,914
109	Norwich & Wore. R. R.	100,000	21,277	90.91	10,000	2,128
110	Prov. & Springf. R. R.	2,775,800	41,956	87.41	400,000	6,046
111	R. I. & Mass. R. R. in Mass.	517,450	18,660	40.83	750,000	27,047
112	R. I. & Mass. R. R. of R. I.	100,000	15,106	100.00		
113	Rockville R. R. ⁹	180,000	25,422	100.00		
114	Woonsocket & Pascoag R. R.	108,750	24,275	100.00		
110	N. Y. & New Eng. R. R. ¹⁰	200,000	21,053	66.67	100,000	10,525
115	N. Y., New Hav. & Hartf. R. R.					
116	Berkshire R. R.	47,475,700	171,758	91.70	4,300,000	15,557
117	Boston & N. Y. Air Line R. R.	600,000	29,226	100.00		
118	Colchester Ry.	3,863,763	75,024	88.54	500,000	9,709
119	Chatham R. R.	25,000	6,964	50.00	25,000	6,964
120	Danb. & Norwalk R. R.	68,200	9,646	72.17	26,300	3,720
121	Harlem Riv. & Port Chester R. R.	600,000	16,575	48.00	650,000	17,956
122	Housatonic R. R.	¹¹ 42,550	3,700	1.40	3,000,000	260,870
123	Naugatuck R. R.	2,898,800	32,167	49.14	3,000,000	33,289
124	New Hav. & Derby R. R.	2,000,000	32,792	93.02	150,000	2,460
125	New Hav. & Northamp. Co.	447,000	26,783	25.88	1,280,000	76,693
126	Holyoke & Westf. R. R.	2,460,000	19,476	38.68	3,900,000	30,876
		260,000	25,194	50.00	260,000	25,194

¹ Inserted to show relation of five roads following, the first three of which constitute the "Line in Maine" of Canadian Pac. Ry. (See page 336, No. 66, for capital of Canadian Pac. Ry.)

² Figures cover 139.30 miles not in the United States.

³ No mileage owned; on basis of mileage operated.

⁴ Files no report; inserted to show relation of three roads following.

⁵ Includes \$1,250 paid in on shares not issued. ⁶ Report for period July 1, 1895 to May 30, 1896.

⁷ Bonds, \$450,000, merged in judgment for foreclosure of mortgage during year.

⁸ Report for ten months ending June 30, 1896. Reorganization of N. Y. & New Eng. R. R.

⁹ Report for year ending Sept. 30, 1896.

¹⁰ Report for two months ending August 31, 1895. Reorganized as New England R. R.

¹¹ Represents amount paid in; amount issued, \$425,500.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	No.
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
54.20	106,500	.....	.....	.....	196,500	12,281	63
50.00	100,000	.....	.....	.....	200,000	33,334	64
							66
60.72	3,514,000	.....	.....	.....	5,787,000	32,751	67
24.97	1,065,000	.....	.....	.....	4,265,000	30,617	68
50.00	350,000	.....	.....	.....	700,000	31,818	69
29.82	.....	.....	.....	425,000	1,425,000	12,689	70
					400,000	15,385	71
86.95	7,000,000	.....	.....	.....	8,050,000	45,022	72
50.00	1,500,000	.....	.....	.....	3,000,000	24,794	73
					120,000	12,000	74
					30,000	16,854	75
47.76	22,268,000	.....	.....	.....	46,628,000	118,363	76
14.22	25,000	.....	.....	.....	175,800	29,009	77
23.85	.....	1,000,000	.....	.....	4,193,000	71,310	78
62.12	53,000	.....	.....	17,884	114,109	6,440	79
52.59	30,000	.....	.....	.....	57,050	5,920	80
33.33	50,000	.....	.....	.....	150,000	17,647	81
51.74	268,000	.....	.....	.....	518,000	31,394	82
							83
38.54	3,438,000	.....	.....	.....	8,922,000	54,001	84
					8,750	6,434	85
					300,000	55,453	86
41.32	176,000	.....	.....	.....	426,000	17,040	87
42.10	30,000	.....	.....	.....	271,250	14,250	88
45.46	375,000	.....	.....	.....	825,000	74,391	89
					484,000	15,953	90
50.00	70,000	.....	.....	.....	140,000	17,156	91
					800,000	20,942	92
					71,100	18,710	93
					50,000	25,000	94
41.62	95,400	.....	.....	.....	229,200	26,965	95
16.68	5,005,000	.....	.....	.....	30,005,000	83,218	96
28.76	60,000	.....	.....	.....	208,600	13,607	97
9.09	10,000	.....	.....	.....	110,000	23,405	98
12.59	400,000	.....	.....	.....	3,175,800	48,002	99
59.17	750,000	.....	.....	.....	1,267,450	45,707	100
					100,000	15,106	101
					180,000	25,422	102
					108,750	24,275	103
33.33	100,000	.....	.....	.....	300,000	31,579	104
							105
8.30	4,300,000	.....	.....	.....	51,775,700	187,315	106
					600,000	29,226	107
11.46	500,000	.....	.....	.....	4,363,763	84,733	108
50.00	25,000	.....	.....	.....	50,000	13,928	109
27.83	26,300	.....	.....	.....	94,500	13,366	110
52.00	650,000	.....	.....	.....	1,250,000	34,531	111
98.60	3,000,000	.....	.....	.....	3,042,550	264,570	112
50.86	3,000,000	.....	.....	.....	5,898,800	65,456	113
6.98	150,000	.....	.....	.....	2,150,000	35,252	114
74.12	1,280,000	.....	.....	.....	1,727,000	103,476	115
61.32	3,200,000	700,000	.....	.....	6,360,000	50,352	116
50.00	260,000	.....	.....	.....	520,000	50,388	117

¹ See page 266, note 3.

³ See page 266, note 7.

² See page 266, note 5.

⁴ See page 266, note 11.

GROUP I.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1	2	3	4	5	6
	Abbreviated name of road.	STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Proportion to total railway capital. 100×Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	N. Y., New Hav. & Hartf. R. R.— Continued.					
127	Old Colony R. R.....	15,889,100	32,086	52.12	14,595,200	29,474
128	Boston & Prov. R. R.....	4,000,000	65,370	64.83	2,170,000	35,463
129	Attleb. Brh. R. R.....	131,700	32,925	100.00		
130	Fall Riv. R. R.....	200,000	16,327	50.00	200,000	16,327
132	Plymouth & Middleb. R. R.....	79,900	5,267	26.21	225,000	14,832
133	Prov., War. & Bristol R. R.....	437,300	30,474	100.00		
135	Prov. & Wore. R. R.....	3,500,000	73,054	70.00	1,500,000	31,308
136	Shore Line Ry.....	1,000,000	20,243	83.33	200,000	4,049
137	Stockbridge & Pittsf. R. R.....	448,700	20,377	100.00		
138	W. Stockbridge R. R.....	39,600	15,000	100.00		
139	Shepaug, Litchf. & Nn. R. R.....	600,000	18,587	100.00		
140	Phillips & Rangeley R. R.....	99,400	3,476	33.20	200,000	6,993
141	Portl. & Rumf. Falls Ry.....	300,000	¹ 5,675	28.90	738,000	¹ 13,961
144	Rockport R. R.....	30,000	10,000	100.00		
146	Rutland R. R.....	6,719,700	55,890	65.75	3,500,000	29,111
147	Addison R. R.....	500,000	32,051	100.00		
148	St. Croix & Penobscot R. R. ²	100,000	4,762	43.28	131,100	6,243
149	Sandy Riv. R. R.....	100,000	5,556	33.33	200,000	11,111
151	Sebasticook & Mooseh. R. R.....	126,000	15,750	71.59	50,000	6,250
152	Somerset Ry.....	736,649	17,514	76.60	225,000	5,350
153	S. Manch. R. R.....	40,000	17,778	100.00		
154	Un. Freight R. R.....	300,000	123,457	100.00		
156	Wood Riv. Brh. R. R.....	60,000	10,526	51.50	56,500	9,912
157	Woodstock Ry.....	250,000	18,012	100.00		

¹ On basis of 52.86 miles, which includes 26.48 miles of Rumf. Falls & Buckf. R. R.² Figures cover whole line, 21 miles; 4.75 miles not in United States.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	No.
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100× Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
47.88	1,912,000	12,683,200	.....	.....	30,484,300	61,560	127
35.17	.....	2,170,000	.....	.....	6,170,000	100,833	128
.....	.....	.....	.....	.....	131,700	32,925	129
50.00	200,000	.....	.....	.....	400,000	32,654	130
73.79	225,000	.....	.....	.....	304,900	20,099	132
.....	.....	.....	.....	.....	437,300	30,474	133
30.00	1,500,000	.....	.....	.....	5,000,000	104,362	135
16.67	200,000	.....	.....	.....	1,200,000	24,292	136
.....	.....	.....	.....	.....	448,700	20,377	137
.....	.....	.....	.....	.....	39,600	15,000	138
.....	.....	.....	.....	.....	600,000	18,587	139
66.80	200,000	.....	.....	.....	299,400	10,469	140
71.10	638,000	100,000	.....	.....	1,038,000	¹ 19,636	141
.....	.....	.....	.....	.....	30,000	10,000	144
34.25	3,500,000	.....	.....	.....	10,219,700	85,001	146
.....	.....	.....	.....	.....	500,000	32,051	147
56.72	131,100	.....	.....	.....	231,100	11,005	148
66.67	200,000	.....	.....	.....	300,000	16,667	149
28.41	50,000	.....	.....	.....	176,000	22,000	151
23.40	225,000	.....	.....	.....	961,649	22,864	152
.....	.....	.....	.....	.....	40,000	17,778	153
.....	.....	.....	.....	.....	300,000	123,457	154
48.50	56,500	.....	.....	.....	116,500	20,438	156
.....	.....	.....	.....	.....	250,000	18,012	157

¹ See page 268, note 1.

GROUP II.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

	1	2	3	4	5	6
No.	Abbreviated name of road.	STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Propor- tion to total railway capital.	Amount out- standing.	Amount per mile of line.
				$\frac{100 \times \text{Col. 2}}{\text{Col. 12}}$			Cols. 8+9+10+11
		Dollars.	Dollars.	Per cent.	Dollars.	Dollars.
	Total—Group II	1, 083, 409, 103	55, 141	48. 81	1, 136, 120, 656	57, 824
160	Addison & Pa. Ry.....	766, 486	18, 695	66. 85	380, 106	9, 271
161	N. Y. & N. Pa. R. R.....	100, 000	20, 000	66. 67	50, 000	10, 000
162	Allegh. & Kinzua R. R.....	500, 000	11, 628	63. 70	285, 000	6, 628
163	Altoona & Philipsb. Con. R. R.....	404, 400	24, 215	86. 15	65, 000	3, 892
165	Annap., Wash. & Balt. R. R.....	358, 000	17, 463	100. 00	.....	.....
166	Bachman Vy. R. R.....	68, 150	16, 304	100. 00	.....	.....
167	Balt. & Annap. S. Line R. R.....	900, 000	40, 909	60. 00	600, 000	27, 272
168	Balt. & Del. Bay R. R.....	366, 500	13, 221	49. 43	375, 000	13, 528
170	Balt. & Lehigh Ry.....	843, 500	19, 662	90. 85	85, 000	1, 981
171	Balt. & Ohio R. R. ¹	30, 000, 000	56, 402	32. 81	² 61, 426, 584	³ 73, 594
	[Line east of Ohio Riv.]					
173	Balt. & Phila. R. R.....	4, 996, 850	84, 236	100. 00	(⁴)	.....
174	Balt. Belt R. R.....	6, 000, 000	837, 989	41. 38	8, 500, 000	1, 187, 151
175	Confluence & Oakl. R. R.....	200, 000	10, 152	50. 00	200, 000	10, 152
176	Fairmt., Morg. & Pittsb. R. R.....	3, 000, 000	52, 083	50. 00	3, 000, 000	52, 083
179	Metropolitan Sn. R. R.....	1, 200, 000	(⁵)	100. 00	.....	.....
180	Ohio & Balt. S. Line Ry. (En. Div.)	290, 000	31, 183	36. 71	500, 000	53, 763
181	Parkersburg Brh. R. R.....	6, 631, 480	64, 196	100. 00	(⁴)	.....
182	Pittsb. & Connellsv. R. R.....	1, 956, 091	13, 146	15. 52	⁴ 10, 648, 224	71, 561
183	Berlin R. R.....	50, 000	6, 250	100. 00	.....	.....
185	Mt. Pleas. & Broad F. R. R.....	150, 500	15, 515	100. 00	.....	.....
186	Somerset & Cambria R. R.....	1, 000, 000	22, 173	62. 52	599, 500	13, 293
187	Schuyl. Riv. E. Side R. R.....	4, 500, 000	409, 091	50. 00	4, 500, 000	409, 091
188	S. Brh. R. R. (of W. Va.).....	130, 700	8, 169	39. 52	200, 000	12, 500
190	Wash. Co. R. R.....	982, 680	40, 607	100. 00	.....	.....
191	Wheel., Pittsb. & Balt. R. R.....	5, 500, 000	88, 997	50. 00	5, 500, 000	88, 997
193	Bay Ridge & Annap. R. R.....	50, 000	11, 111	50. 00	50, 000	11, 111
194	Berkeley Spgs. & Pot. R. R.....	30, 650	5, 151	100. 00	.....	.....
195	Salisbury R. R.....	117, 988	10, 084	44. 03	150, 000	12, 821
196	Sharpsville R. R.....	350, 000	17, 739	100. 00	.....	.....
198	Bang. & Portl. Ry.....	121, 100	3, 725	27. 45	320, 000	9, 843
199	Easton & Nn. R. R.....	300, 000	36, 855	85. 71	50, 000	6, 143
200	Barclay R. R.....	⁶ 650, 000	46, 362	92. 78	⁷ 50, 600	3, 609
201	Bare Rock R. R.....	20, 000	8, 000	100. 00	.....	.....
202	Bath & Hammondspt. R. R.....	100, 000	10, 000	25. 00	300, 000	30, 000
205	Bloomsb. & Sullivan R. R.....	600, 000	20, 000	50. 04	599, 000	19, 967
206	Bradf. & Wn. Pa. R. R.....	36, 000	5, 143	100. 00	.....	.....
207	Bradf., Bord. & Kinzua Ry. ⁸	.....	.....	.....	.....	.....
210	Brownstone & Middlet. R. R.....	25, 000	10, 000	100. 00	.....	.....
212	Buff. & Susq. R. R.....	1, 518, 000	14, 874	52. 62	1, 367, 000	13, 394
213	Wellsv., Couderspt. & Pine Ck. R. R. ⁹	62, 700	6, 220	75. 37	20, 500	2, 034
214	Buff., Attica & Arcade R. R.....	330, 000	12, 692	91. 67	30, 000	1, 154
216	Buff., Roch. & Pittsb. Ry.....	12, 000, 000	47, 101	52. 94	10, 667, 000	41, 869
217	Clearf. & Mahon. Ry.....	650, 000	25, 126	50. 00	650, 000	25, 126
218	Johnsonb. & Bradf. R. R.....	420, 000	21, 429	50. 00	420, 000	21, 429
220	Mahon. Vy. R. R. ¹⁰	45, 000	23, 809	100. 00	.....	.....
222	Cammal & Black Forest Ry.....	75, 000	3, 505	74. 26	26, 000	1, 215
223	Catasauqua & Fogelsv. R. R.....	426, 900	15, 695	75. 98	135, 000	4, 963
224	Cats. Mtn. Ry.....	89, 000	5, 650	22. 67	303, 600	19, 276
225	Cairo R. R.....	24, 400	6, 472	49. 39	25, 000	6, 631
226	Cent. N. Y. & Wn. R. R.....	1, 000, 000	15, 939	80. 52	242, 000	3, 857
227	Cent. Pa. & Wn. R. R.....	¹¹ 5, 620, 650	181, 311	90. 07	¹¹ 620, 000	20, 000

¹ See page 336, No. 171, for totals covering entire road.² Includes bonds \$3,000,000 of Parkersburg Brh., \$10,000,000 of Pittsb. & Connellsv., and \$4,840,000 of Balt. & Phila. R. Rs.³ On basis of 1,101.52 miles, which includes 564.20 miles of Balt. & Ohio & Chic., Balt. & Phila., Parkersburg Brh., Pittsb. & Connellsv., and Wash. Cy. & Pt. Lookout R. Rs.⁴ See note 2.⁵ Road in process of construction; amount expended to June 30, 1896, \$255,427.⁶ Excludes \$350,000, apportioned "to other properties."⁷ Excludes \$25,400, apportioned "to other properties."⁸ Organization not complete; no stock or bonds yet issued.⁹ Report for 6 months ending June 30, 1896.¹⁰ Report for two months ending June 30, 1896.¹¹ Covers also 100 miles of line under construction.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		No.
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
<i>Per cent.</i> 51.19	<i>Dollars.</i> 958,141,520	<i>Dollars.</i> 69,295,137	<i>Dollars.</i> 92,905,232	<i>Dollars.</i> 15,778,767	<i>Dollars.</i> 2,219,529,759	<i>Dollars.</i> 112,965	
33.15	380,106				1,146,592	27,966	160
33.33	50,000				150,000	30,000	161
36.30	285,000				785,000	18,256	162
13.85	15,000			50,000	469,400	28,107	163
					358,000	17,463	165
					68,150	16,304	166
40.00	600,000				1,500,000	68,181	167
50.57	375,000				741,500	26,749	168
9.15		85,000			928,500	21,643	170
67.19	61,176,584			250,000	¹ 91,426,584	² 129,996	171
					4,996,850	84,236	173
58.62	8,500,000				14,500,000	2,025,140	174
50.00	200,000				400,000	20,304	175
50.00	3,000,000				6,000,000	104,166	176
					1,200,000	(³)	179
63.29	500,000				790,000	84,946	180
					6,631,480	64,196	181
84.48	10,648,224				12,604,315	84,707	182
					50,000	6,250	183
					150,500	15,515	185
37.48	599,500				1,599,500	35,466	186
50.00	4,500,000				9,000,000	818,182	187
60.48	200,000				330,700	20,669	188
					982,680	40,607	190
50.00	5,500,000				11,000,000	177,994	191
50.00	50,000				100,000	22,222	193
					30,650	5,151	194
55.97	150,000				267,988	22,905	195
					350,000	17,739	196
72.55	320,000				441,100	13,568	198
14.29	50,000				350,000	42,998	199
7.22	50,600				⁴ 700,600	49,971	200
					20,000	8,000	201
75.00	300,000				400,000	40,000	202
49.96	599,000				1,199,000	39,967	205
					36,000	5,143	206
							207
					25,000	10,000	210
47.38	1,367,000				2,885,000	28,268	212
24.63	20,500				83,200	8,254	213
					360,000	13,846	214
8.33	30,000				22,667,000	88,970	216
47.06	9,994,000		5,000	668,000	1,300,000	50,252	217
50.00	650,000				840,000	42,858	218
50.00	420,000				45,000	23,809	220
					101,000	4,720	222
25.74	26,000				561,900	20,658	223
24.02	135,000				392,600	24,926	224
77.33	50,000		253,600		49,400	13,103	225
50.61	25,000				1,242,000	19,796	226
19.48	242,000				⁵ 6,240,650	201,311	227
9.93	620,000						

¹ See page 270, note 2.³ See page 270, note 5.⁵ See page 270, note 11.² See page 270, note 3.⁴ See page 270, notes 6 and 7.

GROUP II.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Proportion to total railway capital. $\frac{100 \times \text{Col. 2}}{\text{Col. 12}}$	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		Dollars.	Dollars.	Per cent.	Dollars.	Dollars.
228	Cent. R. R. of N. J.	22,497,000	240,867	31.02	50,000,000	¹ 146,860
229	Beaver Meadow, Tresckow & New Boston R. R.	36,000	17,476	100.00		
241	Lehigh & Lack. R. R.	370,500	14,587	38.18	600,000	23,622
242	Wind Gap & Del. R. R.	100,000	10,050	100.00		
243	Lehigh & Susq. R. R. ²					
244	Tresckow R. R.	130,000	17,196	100.00		
251	Nesquehoning Vy. R. R.	1,418,600	85,150	100.00		
253	N. Y. & Long Brh. R. R.	2,000,000	52,576	54.92	1,642,000	43,165
255	Ogden Mine R. R.	450,000	45,639	100.00		
263	Wilkesb. & Scrant. Ry.	500,000	103,093	50.00	500,000	103,093
264	Cent. R. R. of Pa.	1,200,000	38,338	66.67	600,000	19,169
73	Cent. Vt. R. R. ³					
265	Ogdensb. & L. Cham. R. R.	3,077,500	26,081	38.98	4,817,750	40,828
266	Sar. & St. Law. R. R.	80,000	9,412	44.45	100,000	11,764
267	Chambersb. & Gettysb. R. R.	200,000	20,000	100.00		
268	Chateaugay R. R.	75,000	4,164	100.00		
269	Chateaugay Ry.	168,000	4,320	45.65	200,000	5,143
271	Clarion Riv. Ry.	120,000	10,000	100.00		
272	Clove Brh. R. R.	150,000	35,294	100.00		
273	Con. Term. R. R.	20,000	20,000	3.85	500,000	500,000
274	Cooperst. & Charl. Vy. R. R.	45,000	8,858	100.00		
275	Cooperst. & Susq. Vy. R. R.	308,405	15,832	60.71	199,600	10,246
276	Cornwall R. R.	400,000	31,571	100.00		
277	Cornwall & Leb. R. R.	800,000	32,141	51.08	766,400	30,791
278	Couderspt. & Port Alleg. R. R.	245,000	5,444	50.00	245,000	5,444
280	Cumb. & Pa. R. R.	1,500,000	37,822	60.00	1,000,000	25,214
281	Dansv. & Mt. Mor. R. R.	50,000	4,071	25.00	150,000	12,212
282	Del. & Hud. Canal Co.	⁴ 4,161,450	38,980	87.50	⁴ 594,493	5,569
283	Alb. & Susq. R. R.	3,500,000	24,546	25.00	10,500,000	73,638
288	Renss. & Sar. R. R.	10,000,000	73,519	83.33	2,000,000	14,704
289	Alb. & Vt. R. R.	600,000	49,261	100.00		
290	Glens Falls R. R.	96,600	6,389	90.62	10,000	661
291	Rutl. & Whiteh. R. R.	255,700	37,437	100.00		
292	Sar. & Schen. R. R.	450,000	20,785	100.00		
293	Ticonderoga R. R.	30,000	12,000	50.00	30,000	12,000
294	Adirondack Ry.	2,600,000	45,638	72.07	1,007,605	17,687
295	Del., Lack. & Wn. R. R.	⁵ 16,200,000	83,243	84.08	3,067,000	15,760
296	Cayuga & Susq. R. R.	589,110	17,120	100.00		
297	Greene R. R.	200,000	24,691	50.00	200,000	24,691
298	Mor. & Essex R. R.	15,000,000	125,230	37.74	24,744,000	206,579
299	Chester R. R.	100,534	10,033	50.13	100,000	9,980
300	Mor. & Essex Ex. R. R.	221,000	115,707	100.00		
301	Newk. & Bloomf. R. R.	103,850	24,493	100.00		
302	N. Y., Lack. & Wn. Ry.	10,000,000	46,685	31.25	22,000,000	102,708
303	Oswego & Syr. R. R.	1,320,400	37,747	54.42	1,106,000	31,618
304	Passaic & Del. R. R.	111,050	7,938	100.00		
305	Passaic & Del. Ex. R. R.	100,000	13,514	100.00		
306	Syr. & Baldwinsv. Ry.	94,260	⁶ 99,221	45.04	115,000	⁶ 121,053
307	Utica, Chen. & Susq. Vy. Ry.	4,000,000	41,064	100.00		
308	Valley R. R. (of N. Y.)	750,000	64,433	65.22	400,000	34,364
309	Warren R. R.	1,800,000	95,745	57.14	1,350,000	71,809
310	Han. & Newpt. R. R.	50,000	7,342	100.00		
311	Hopatcong R. R.	10,000	⁷ 11,236	100.00		
312	Lack. & Montrose R. R.	130,500	12,452	100.00		
313	Sussex R. R.	1,638,600	55,508	87.39	236,500	8,012
314	Syr., Bing. & N. Y. R. R.	2,500,000	30,864	55.98	1,966,000	24,272

¹ On basis of 340.46 miles, which includes 247.06 miles of N. J. Sn., Long Brh. & Sea Shore, and Lehigh & Susq. R. Rs.

² No stock or bonds issued. Cost of construction to June 30, 1896, was \$15,439,242.

³ Inserted to show relation of two roads following.

⁴ 4,755,943 reported in general balance sheet of Del. & Hud. Canal Co. as amount of railway capital assignable "to railroads." Capital stock and funded debt, respectively, assignable "to railroads," apportioned by this Office on basis of the relative ratio of "total amount outstanding" of each. The latter covers coal lands and canal, in addition to railroads.

⁵ Excludes \$10,000,000 apportioned "to other properties."

⁶ Road is .95 mile long; figures are on basis of 1 mile.

⁷ Road is .89 mile long; figures are on basis of 1 mile.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		No.
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital.	Amount per mile of line.	
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Cols. 2+5	Cols. 3+6	
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
68.98	50,000,000	.....	.....	.....	72,497,000	¹ 387,727	228
.....	.....	.....	.....	.....	36,000	17,476	229
61.82	600,000	.....	.....	.....	970,500	38,209	241
.....	.....	.....	.....	.....	100,000	10,050	242
.....	.....	.....	.....	.....	.....	.....	243
.....	.....	.....	.....	.....	130,000	17,196	244
.....	.....	.....	.....	.....	1,418,600	85,150	251
45.08	1,642,000	.....	.....	.....	3,642,000	95,741	253
.....	.....	.....	.....	.....	450,000	45,639	255
50.00	500,000	.....	.....	.....	1,000,000	206,186	263
33.33	600,000	.....	.....	.....	1,800,000	57,507	264
.....	.....	.....	.....	.....	.....	.....	73
61.02	3,500,000	318,000	999,750	.....	7,895,250	66,909	265
55.55	100,000	.....	.....	.....	180,000	21,176	266
.....	.....	.....	.....	.....	200,000	20,000	267
.....	.....	.....	.....	.....	75,000	4,164	268
54.35	200,000	.....	.....	.....	368,000	9,463	269
.....	.....	.....	.....	.....	120,000	10,000	271
.....	.....	.....	.....	.....	150,000	35,294	272
96.15	500,000	.....	.....	.....	520,000	520,000	273
.....	.....	.....	.....	.....	45,000	8,858	274
39.29	199,600	.....	.....	.....	508,005	26,078	275
.....	.....	.....	.....	.....	400,000	31,571	276
48.92	766,400	.....	.....	.....	1,566,400	62,932	277
50.00	245,000	.....	.....	.....	490,000	10,888	278
40.00	1,000,000	.....	.....	.....	2,500,000	63,036	280
75.00	150,000	.....	.....	.....	200,000	16,283	281
12.50	594,493	.....	.....	.....	² 4,755,943	44,549	282
75.00	10,500,000	.....	.....	.....	14,000,000	98,184	283
16.67	2,000,000	.....	.....	.....	12,000,000	88,223	288
.....	.....	.....	.....	.....	600,000	49,261	289
9.38	10,000	.....	.....	.....	106,600	7,050	290
.....	.....	.....	.....	.....	255,700	37,437	291
.....	.....	.....	.....	.....	450,000	20,785	292
50.00	30,000	.....	.....	.....	60,000	24,000	293
27.93	1,007,605	.....	.....	.....	3,607,605	63,325	294
15.92	3,067,000	.....	.....	.....	³ 19,267,000	99,003	295
.....	.....	.....	.....	.....	589,110	17,120	296
50.00	200,000	.....	.....	.....	400,000	49,382	297
62.26	21,949,000	2,795,000	.....	.....	39,744,000	331,809	298
49.87	100,000	.....	.....	.....	200,534	20,013	299
.....	.....	.....	.....	.....	221,000	115,707	300
.....	.....	.....	.....	.....	103,850	24,493	301
68.75	22,000,000	.....	.....	.....	32,000,000	149,393	302
45.58	1,106,000	.....	.....	.....	2,426,400	69,365	303
.....	.....	.....	.....	.....	111,050	7,938	304
.....	.....	.....	.....	.....	100,000	13,514	305
54.96	115,000	.....	.....	.....	209,260	⁴ 220,274	306
.....	.....	.....	.....	.....	4,000,000	41,064	307
34.78	400,000	.....	.....	.....	1,150,000	98,797	308
42.86	1,350,000	.....	.....	.....	3,150,000	167,554	309
.....	.....	.....	.....	.....	50,000	7,342	310
.....	.....	.....	.....	.....	10,000	⁵ 11,236	311
.....	.....	.....	.....	.....	130,500	12,452	312
12.61	236,500	.....	.....	.....	1,875,100	63,520	313
44.02	1,966,000	.....	.....	.....	4,466,000	55,136	314

¹ See page 272, note 1.

³ See page 272, note 5.

² See page 272, note 4.

⁴ See page 272, note 6.

⁵ See page 272, note 7.

GROUP II.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2		3	4	5	6
		STOCKS.			FUNDED DEBT.		
		Amount out- standing.	Amount per mile of line.	Propor- tion to total railway capital. 100× Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.	
		Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	
315	Del. Riv. R. R.	225,000	11,267	77.58	65,000	3,255	
317	Del., Susq. & Schuyl. R. R.	1,500,000	31,244	71.43	600,000	12,497	
322	E. Broad Top R. R. & Coal Co.	815,589	26,225	60.04	542,889	17,456	
326	Emmitsburg R. R.	52,500	7,192	43.09	69,350	9,500	
327	Emp. & Rich Vy. R. R.	100,000	6,897	100.00			
328	Erie R. R. ¹	102,363,342	² 99,296	52.63	92,152,798	² 89,392	
	[Line east of Salamanca, N. Y.]						
330	Avon, Genesee & Mt. Mor. R. R.	225,000	12,712	100.00			
340	Goshen & Deckert. Ry.	96,190	8,264	23.07	246,500	21,177	
344	Montg. & Erie Ry.	150,000	14,382	45.87	177,000	16,970	
347	N. Y. & Greenwood L. Ry. ³	100,000	2,105	3.20	3,027,692	63,745	
353	Nn. R. R. of N. J.	1,000,000	46,062	60.46	654,000	30,124	
354	Nyack & Nn. R. R.	75,000	17,162	33.33	150,000	34,324	
355	Pat. & Hud. Riv. R. R.	630,000	48,055	100.00			
356	Pat. & Ramapo R. R.	298,000	20,593	100.00			
357	Un. R. R. (of N. Y.)	50,000	⁴ 59,524	100.00			
359	Roch. & Genesee Vy. R. R.	555,200	30,174	100.00			
362	Tioga R. R. ⁵	580,900	12,522	42.39	789,500	⁶ 14,927	
364	N. J. & N. Y. R. R.	2,228,600	64,590	70.83	918,000	26,606	
368	Erie & Wyo. Vy. R. R.	1,500,000	15,942	33.33	3,000,000	31,884	
369	Fall Brk. Ry.	5,000,000	49,652	96.71	170,000	1,688	
370	Pine Ck. Ry.	1,000,000	13,369	22.22	3,500,000	46,791	
371	Syr., Geneva & Corng. Ry.	1,325,000	20,441	51.28	1,259,400	19,429	
372	Falls Ck. R. R.	30,000	10,000	100.00			
373	Fonda, Johnst. & Glov. R. R.	300,000	11,464	37.50	500,000	19,106	
378	Genesee & Wyo. Vy. Ry.	456,200	28,230	47.71	500,000	30,940	
379	George's Ck. & Cumb. R. R.	1,000,000	30,684	62.46	601,000	18,441	
89	Grand Trunk Ry. : ⁷						
380	U. S. & Can. R. R.	230,000	10,370	34.67	433,470	19,543	
381	Grays Run R. R. ⁸						
383	Greenlick Ry.	45,000	11,842	100.00			
384	Greenwich & Johnsonv. Ry.	118,000	8,055	100.00			
388	Hunters Run & Slate Belt R. R.	59,600	10,836	100.00			
389	Hunt. & Broad Top Mtn. R. R. & Coal Co.	3,371,750	53,266	53.79	2,896,500	45,758	
390	Ironton R. R.	200,000	22,222	100.00			
391	Island R. R.	200,000	⁹ 1,538,462	44.44	250,000	⁹ 1,923,077	
393	Kanona & Pratts. R. R.	120,000	10,490	95.83	5,221	457	
394	Keesev., Au Sable Chasm & L. Cham. R. R.	30,710	5,445	50.58	30,000	5,319	
395	Ketner, St. Mary's & Shawmut R. R.	16,000	1,778	100.00			
396	Keystone R. R.	70,000	10,000	100.00			
362	Kinderhook & Hud. Ry. Co. ¹⁰						
399	Kishacoquillas Vy. R. R.	70,175	7,628	95.90	3,000	326	
400	L. Cham. & Moriah R. R.	200,000	26,110	100.00			
401	Lanc. & Read. N. G. R. R.	350,000	23,333	100.00			
402	Lanc., Oxf. & Sn. R. R.	(¹¹)					
403	Lebanon Spgs. R. R.	(¹²)			(¹²)		
404	Lehigh & Hud. Riv. Ry.	1,340,000	21,203	38.71	2,121,653	33,570	
406	Orange Co. R. R.	200,000	18,693	100.00			
407	Lehigh & Pavilion R. R.	50,000	16,667	100.00			
408	Lehigh Vy. R. R.	40,441,100	125,855	53.53	35,110,000	109,265	
409	Buff. Ck. R. R. :	250,000	42,955	33.88	488,000	83,849	
410	Canastota Nn. R. R.	200,000	9,685	40.00	300,000	14,528	
411	Easton & Amb. R. R.	6,000,000	86,868	50.00	6,000,000	86,868	
412	Lehigh Vy. Term. Ry.	10,000,000	354,736	47.62	11,000,000	390,210	

¹ Report for seven months ending June 30, 1896. Reorganization of N. Y., L. Erie & Wn. R. R. See page 336, No. 328, for totals covering entire road.

² On basis of 1,470.35 miles, which includes proprietary roads and certain roads whose securities are pledged under First Consolidated Mortgage Deed.

³ Report for ten months ending April 30, 1896. ⁴ Road is .84 mile long; figures are on basis of 1 mile.

⁵ Report for five months ending November 30, 1895.

⁶ On basis of 52.89 miles, which includes 6.50 miles, Elmira State Line R. R.

⁷ Files no report; inserted to show relation of road following. ⁸ Private road.

⁹ Road is .13 mile long; figures are on basis of 1 mile.

¹⁰ Report for eight months ending February 29, 1896. Reorganized as Kinderhook & Hud. Ry.

¹¹ Road purchased at sheriff's sale; no stock or bonds yet issued.

¹² Receivers report no information.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		No.
Proportion to total railway capital. 100× Col. 5 Col. 12	Designation.				Total railway capital.	Amount per mile of line.	
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Cols. 2+5	Cols. 3+6	
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
22.42	65,000	.....	.....	.....	290,000	14,522	315
28.57	600,000	.....	.....	.....	2,100,000	43,741	317
39.96	500,000	489	.....	42,400	1,358,478	43,681	322
56.91	69,350	.....	.....	.....	121,850	16,692	326
.....	.....	.....	.....	.....	100,000	6,897	327
47.37	87,923,170	.....	.....	4,229,628	194,516,140	¹ 188,688	328
.....	.....	.....	.....	.....	225,000	12,712	330
71.93	246,500	.....	.....	.....	342,690	29,441	340
54.13	177,000	.....	.....	.....	327,000	31,352	344
96.80	3,027,692	.....	.....	.....	3,127,692	65,850	347
39.54	654,000	.....	.....	.....	1,654,000	76,186	353
66.67	150,000	.....	.....	.....	225,000	51,486	354
.....	.....	.....	.....	.....	630,000	48,055	355
.....	.....	.....	.....	.....	298,000	20,593	356
.....	.....	.....	.....	.....	50,000	² 59,524	357
.....	.....	.....	.....	.....	555,200	30,174	359
57.61	629,500	160,000	.....	.....	1,370,400	³ 27,449	362
29.17	918,000	.....	.....	.....	3,146,600	91,196	364
66.67	3,000,000	.....	.....	.....	4,500,000	47,826	368
3.29	.....	170,000	.....	.....	5,170,000	51,340	369
77.78	3,500,000	.....	.....	.....	4,500,000	60,160	370
48.72	1,259,400	.....	.....	.....	2,584,400	39,870	371
.....	.....	.....	.....	.....	30,000	10,000	372
62.50	500,000	.....	.....	.....	800,000	30,570	373
52.29	500,000	.....	.....	.....	956,200	59,170	378
37.54	601,000	.....	.....	.....	1,601,000	49,125	379
.....	.....	.....	.....	.....	.....	89	.....
65.33	433,470	.....	.....	.....	663,470	29,913	380
.....	.....	.....	.....	.....	.....	.....	381
.....	.....	.....	.....	.....	45,000	11,842	383
.....	.....	.....	.....	.....	118,000	8,055	384
.....	.....	.....	.....	.....	59,600	10,836	388
46.21	2,280,500	.....	.....	616,000	6,268,250	99,024	389
.....	.....	.....	.....	.....	200,000	22,222	390
55.56	250,000	.....	.....	.....	450,000	⁴ 3,461,539	391
4.17	.....	.....	.....	5,221	125,221	10,947	393
49.42	30,000	.....	.....	.....	60,710	10,764	394
.....	.....	.....	.....	.....	16,000	1,778	395
.....	.....	.....	.....	.....	70,000	10,000	396
.....	.....	.....	.....	.....	.....	.....	362
4.10	3,000	.....	.....	.....	73,175	7,954	399
.....	.....	.....	.....	.....	200,000	26,110	400
.....	.....	.....	.....	.....	350,000	23,333	401
.....	.....	.....	.....	.....	.....	.....	402
.....	.....	.....	.....	.....	.....	.....	403
61.29	2,043,360	.....	.....	78,293	3,461,653	54,773	404
.....	.....	.....	.....	.....	200,000	18,693	406
.....	.....	.....	.....	.....	50,000	16,667	407
46.47	34,110,000	.....	.....	1,000,000	75,551,100	235,120	408
66.12	488,000	.....	.....	.....	738,000	126,804	409
60.00	300,000	.....	.....	.....	500,000	24,213	410
50.00	6,000,000	.....	.....	.....	12,000,000	173,736	411
52.38	10,000,000	.....	.....	1,000,000	21,000,000	744,946	412

¹ See page 274, note 2. ² See page 274, note 4. ³ See page 274, note 6. ⁴ See page 274, note 9.

GROUP II

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2		3	4	5	6
		STOCKS.			Proportion to total railway capital. $\frac{100 \times \text{Col. 2}}{\text{Col. 12}}$	FUNDED DEBT.	
		Amount outstanding.	Amount per mile of line.			Amount outstanding.	Amount per mile of line.
		Dollars.	Dollars.	Per cent.		Dollars.	Dollars.
	Lehigh Vy. R. R.—Continued.						
	Easton & Amb. R. R.—Continued.						
413	Perth Amb. & Raritan Ry.....	60,000	9,740	100.00			
414	Pittstown Brh. Ry.....	40,000	9,950	100.00			
415	Elm., Cort. & Nn. R. R.....	2,000,000	16,879	50.00		2,000,000	16,879
416	Lehigh & New Eng. R. R.....	1,500,000	26,586	78.82		403,000	7,143
418	Lehigh & N. Y. R. R. ¹	3,803,348	32,998	65.54		2,000,000	17,352
419	Lehigh Vy. Ry.....	5,900,000	20,872	28.22		15,000,000	53,064
420	Hayt's Cor., Ovid & Wil. R. R....	4,100	792	100.00			
421	Loyalsock R. R.....	300,000	7,075	100.00			
422	Middlesex Vy. R. R.....	500,000	16,990	45.45		600,000	20,387
423	Pa. & N. Y. Canal & R. R. Co.....	1,061,700	7,655	9.60		10,000,000	72,098
424	Wav. & State Line R. R.....	10,000	² 24,390	100.00			
425	Roch. Sn. R. R.....	800,000	26,525	72.73		300,000	9,947
426	Schuyl. & Lehigh Vy. R. R.....	2,000,000	47,326	50.00		2,000,000	47,326
427	State Line & Sullivan R. R.....	³ 735,663	30,653	76.18		⁴ 230,000	9,583
428	Wilkes B. & Harveys L. R. R.....	150,000	9,881	100.00			
429	Ligonier Vy. R. R.....	160,000	15,238	68.09		75,000	7,143
431	Little Falls & Dolgev. R. R.....	250,000	24,225	43.48		325,000	31,492
432	Little Saw Mill Run R. R.....	144,125	48,042	50.64		140,500	46,833
433	Livonia & L. Conesus R. R. ⁵	60,000	20,000	100.00			
434	Long I. R. R. : ⁶						
440	N. Y., Bklyn. & Manh. B. Ry.....	1,000,000	49,875	36.68		1,726,000	86,683
447	Manahawkin & Long B. Transp. Co.	8,000	⁷ 918	100.00			
450	McKeespt. Con. R. R.....	40,000	⁸ 68,966	100.00			
451	Medix Run R. R.....	70,200	8,259	100.00			
455	Monongahela Con. R. R.....	450,000	143,770	69.23		200,000	63,898
456	Monongahela Riv. R. R.....	1,300,000	41,667	58.98		⁹ 904,243	77,059
457	Montour R. R.....	100,000	9,090	50.00		100,000	9,090
458	Montrose Ry.....	304,900	10,889	100.00			
460	Mt. Hope Minl. R. R.....	160,000	45,198	100.00			
461	Mt. Jew. & Smethpt. R. R.....	150,000	19,737	100.00			
462	Mt. Jew., Kinzua & Riterv. R. R....	80,000	10,217	57.14		60,000	7,663
463	Kinzua Hemlock R. R.....	112,100	8,670	100.00			
464	Mt. McGregor R. R.....	(¹⁰)				(¹⁰)	
465	Mt. Penn Gravity R. R.....	100,000	12,500	50.15		99,400	12,425
466	National Docks Ry.....	2,750,000	378,266	100.00			
467	New Hav. & Dunbar R. R.....	8,000	1,822	100.00			
470	N. Y. Cent. & Hud. Riv. R. R.....	100,000,000	122,033	58.69		70,377,333	85,884
471	Amst., Chucta. & Nn. R. R.....	20,000	13,333	100.00			
472	Carth. & Adirondack Ry.....	500,000	10,846	31.25		1,100,000	23,861
473	Gouverneur & Oswegatchie R. R...	350,000	26,820	53.84		300,000	22,989
474	Mohawk & Malone R. R.....	4,500,000	24,793	41.28		6,400,000	35,262
475	N. J. Jctn. R. R.....	100,000	20,619	5.56		1,700,000	350,515
476	N. Y. & Harlem R. R.....	10,000,000	73,584	45.46		12,000,000	88,300
477	N. Y. & Putnam R. R.....	6,500,000	113,716	55.44		5,225,000	91,410
478	Mahopac Falls R. R.....	100,000	24,691	100.00			
479	N. Y. Cent. Niag. Riv. R. R.....	28,100	10,000	100.00			
480	Rome, Watert. & Ogdensb. R. R....	10,000,000	24,239	47.63		10,996,352	26,654
482	Niag. Falls Brh. R. R.....	250,000	29,172	100.00			
483	Oswego & Rome R. R.....	225,000	7,898	23.08		750,000	26,325
484	Utica & Black Riv. R. R.....	2,223,000	14,839	52.64		¹¹ 2,000,000	13,349
485	Carth., Watert. & Sack. Harb. R. R.	487,345	16,916	61.90		300,000	10,413
486	Spuy. Duy. & Port Mor. R. R.....	989,000	163,742	100.00			
487	Tivoli Hollow R. R.....	32,500	26,423	100.00			
488	Troy & Greenbush R. R.....	274,400	25,733	100.00			

¹ Report for period, August 24, 1895 to June 30, 1896. Reorganization of Sn. Cent. R. R.² Road is .41 mile long; figures are on basis of 1 mile.³ Excludes \$244,588, apportioned "to other properties."⁴ Excludes \$70,000, apportioned "to other properties."⁵ Report for five months ending June 30, 1896.⁶ Report not filed; inserted to show relation of road following.⁷ On basis of mileage operated; no mileage owned.⁸ Road is .58 mile long; figures are on basis of 1 mile.⁹ Excludes \$1,500,000, apportioned "to other properties."¹⁰ Reorganization incomplete; no stock or bonds reported.¹¹ Includes \$50,000 in company's treasury.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		No.
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital.	Amount per mile of line.	
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Cols. 2+5	Cols. 3+6	
Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
					60,000	9,740	413
					40,000	9,950	414
50.00	2,000,000				4,000,000	33,758	415
21.18	403,000				1,903,000	33,729	416
34.46	2,000,000				5,803,348	50,350	418
71.78	15,000,000				20,900,000	73,936	419
					4,100	792	420
					300,000	7,075	421
54.55	600,000				1,100,000	37,377	422
90.40	10,000,000				11,061,700	79,753	423
					10,000	¹ 24,390	424
27.27	300,000				1,100,000	36,472	425
50.00	2,000,000				4,000,000	94,652	426
23.82	230,000				² 965,363	40,236	427
					150,000	9,881	428
31.91	75,000				235,000	22,381	429
56.52	325,000				575,000	55,717	431
49.36	140,500				284,625	94,875	432
					60,000	20,000	433
							434
63.32	1,726,000				2,726,000	136,558	440
					8,000	³ 918	447
					40,000	⁴ 68,966	450
					70,200	8,259	451
30.77	200,000				650,000	207,668	455
41.02	700,000			204,243	⁵ 2,204,243	118,726	456
50.00	100,000				200,000	18,180	457
					304,900	10,889	458
					160,000	45,198	460
					150,000	19,737	461
42.86	60,000				140,000	17,880	462
					112,100	8,670	463
							464
49.85	99,400				199,400	24,925	465
					2,750,000	378,266	466
					8,000	1,822	467
41.31	39,733,333	30,644,000			170,377,333	207,917	470
					20,000	13,333	471
68.75	1,100,000				1,600,000	34,707	472
46.16	300,000				650,000	49,809	473
58.72	2,500,000		3,900,000		10,900,000	60,055	474
94.44	1,700,000				1,800,000	371,134	475
54.54	12,000,000				22,000,000	161,884	476
44.56	5,225,000				11,725,000	205,126	477
					100,000	24,691	478
					28,100	10,000	479
52.37	10,773,800			222,552	20,996,352	50,893	480
					250,000	29,172	482
76.92	750,000				975,000	34,223	483
47.36	2,000,000				⁶ 4,223,000	28,188	484
38.10	300,000				787,345	27,329	485
					989,000	163,742	486
					32,500	26,423	487
					274,400	25,733	488

¹ See page 276, note 2.

⁴ See page 276, note 8.

² See page 276, notes 3 and 4.

⁵ See page 276, note 9.

³ See page 276, note 7.

⁶ See page 276, note 11.

GROUP II.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Proportion to total railway capital. 100× Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		Dollars.	Dollars.	Per cent.	Dollars.	Dollars.
	N. Y. Cent. & Hud. Riv. R. R.—Continued.					
489	Troy Un. R. R.	30,000	6,000	100.00		
490	W. Shore R. R.	10,000,000	20,194	16.67	50,000,000	100,969
491	Beech Ck. R. R.	5,500,000	36,733	50.00	5,500,000	36,733
492	Buff. Erie Basin R. R.	13,503	¹ 54,013	100.00		
493	St. Law. & Adirondack Ry.	590,000	19,667	47.97	640,000	21,333
494	Wallkill Vy. R. R.	330,000	10,036	36.26	580,000	17,640
459	N. Y., L. Erie & Wn. R. R. ²					
496	N. Y., Ont. & Wn. Ry.	58,119,983	182,326	80.67	13,928,836	43,695
497	Ont., Carb. & Scran. Ry.	1,500,000	27,954	50.00	1,500,000	27,954
498	Rome & Clinton R. R.	345,360	27,023	100.00		
499	Utica, Clinton & Bing. R. R.	849,285	27,135	51.50	800,000	25,662
500	Wharton Vy. Ry.	70,000	10,294	48.28	75,000	11,029
501	N. Y., Phila. & Norf. R. R.	1,714,375	15,507	36.62	2,968,000	26,499
502	N. Y., Susq. & Wn. R. R.	26,000,000	185,927	66.25	13,245,340	94,717
507	Wilkesb. & En. R. R.	3,000,000	46,154	50.00	3,000,000	46,154
508	Newb., Dutch. & Conn. R. R.	1,100,000	18,695	44.17	1,390,500	23,632
509	Newpt. & Shermans Vy. R. R.	131,413	4,611	48.15	141,555	4,967
510	Niag. Jctn. Ry.	300,000	31,847	100.00		
513	Nn. N. Y. R. R.	1,000,000	17,699	59.59	678,000	12,000
514	Oil Cy. & Ridg. Ry. & Min. Co.	86,550	14,425	100.00		
515	Olean, Oswayo & En. R. R.	70,000	5,000	50.00	70,000	5,000
516	Oregon & Tex. Ry.	26,000	3,250	78.79	7,000	875
517	Owasco Riv. Ry.	30,000	³ 60,000	100.00		
917	Pennsylvania Co.: ⁴					
518	Waynesb. & Wash. R. R.	101,855	3,618	50.74	98,900	3,513
519	Pennsylvania R. R.	129,302,600	244,078	59.46	88,162,840	166,421
520	Bald Eagle Vy. R. R.	1,535,000	16,974	82.04	336,000	3,716
521	Bedford & Bridgpt. Ry.	600,000	12,203	26.09	1,700,000	34,574
522	Bustleton R. R.	100,000	24,039	100.00		
523	Cambria & Clearf. R. R.	1,300,550	13,320	50.42	1,279,000	13,099
524	Col. & Port Deposit Ry.	1,000,000	23,143	35.72	1,800,000	41,657
525	Cols., Kink. & Springf. R. R.	66,050	4,665	33.73	129,800	9,167
526	Cresson & Irvona R. R.	500,000	17,428	50.00	500,000	17,428
527	Del. Riv. R. R. & Brg. Co. ⁵	900,000	244,565	47.37	1,000,000	271,739
528	Downingt. & Lanc. R. R.	405,650	10,794	57.49	300,000	7,983
529	Ebensb. & Black Lick R. R.	350,000	23,729	77.78	100,000	6,780
530	Engelside R. R.	30,000	⁶ 176,471	100.00		
531	Fair H. R. R. ⁷	150,000	⁸ 192,308	100.00		
532	Freeh. & Jamesb. Agricul. R. R.	295,600	10,733	37.22	498,600	18,105
533	Fred. & Pa. Line R. R.	779,100	27,825	75.71	250,000	8,929
534	Han. & York R. R.	325,000	11,754	68.42	150,000	5,425
535	Harrisb., Ports., Mt. Joy & Lanc. R. R.	1,182,550	22,005	62.82	700,000	13,026
536	Johnsonburg R. R.	200,000	10,157	50.00	200,000	10,157
537	Kensington & Tacony R. R.	355,900	51,729	100.00		
538	Lewisb. & Tyrone R. R.	1,200,000	14,098	80.31	294,175	3,456
539	Mifflin & Centre Co. R. R.	167,775	13,498	45.62	200,000	16,090
540	Millst. & New Bruns. R. R.	95,750	14,420	100.00		
541	Nescopee R. R.	259,000	21,656	56.43	200,000	16,722
542	N. Y. Bay R. R.	500,000	54,348	51.70	467,074	50,769
543	N. & W. Brh. Ry.	1,500,000	31,368	50.00	1,500,000	31,368
544	Pa. Schuyl. Vy. R. R.	7,117,450	54,657	50.41	7,000,000	53,755
545	Perth Amb. & Woodbrg. R. R.	228,400	35,688	69.55	100,000	15,625
546	Phila. & B. Hav. R. R.	200,000	16,543	100.00		
547	Phila. & Erie R. R.	10,385,000	36,114	34.41	19,799,000	68,852
548	Phila. & L. Brh. R. R.	765,000	15,590	50.50	750,000	15,284
549	Phila., Germant. & Chest. H. R. R.	1,263,000	91,060	50.00	1,263,000	91,060
550	Pittsb., Va. & Charleston Ry.	3,432,900	44,393	50.01	3,431,000	44,368
551	Pomeroy & Newk. R. R.	500,000	18,727	100.00		
552	Ridg. & Clearf. R. R.	491,000	18,032	50.00	491,000	18,032

¹ Road is .25 mile long; figures are on basis of 1 mile.² Report of Receivers for five months ending November 30, 1895. Reorganized as Erie R. R.³ Road is .50 mile long; figures are on basis of 1 mile.⁴ Inserted to show relation of road following.⁵ Report for period, April 19 to June 30, 1896.⁶ Road is .17 mile long; figures are on basis of 1 mile.⁷ Report for five months ending June 30, 1896.⁸ Road is .78 mile long; figures are on basis of 1 mile.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		No.
Proportion to total railway capital. 100× Col. 5 Col. 12	Designation.				Total railway capital.	Amount per mile of line.	
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Cols. 2+5	Cols. 3+6	
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
					30,000	6,000	489
83.33	50,000,000				60,000,000	121,163	490
50.00	5,500,000				11,000,000	73,466	491
					13,503	¹ 54,013	492
52.03	640,000				1,230,000	41,000	493
63.74	250,000		330,000		910,000	27,676	494
							459
19.33	13,725,000			203,836	72,048,819	226,021	496
50.00	1,500,000				3,000,000	55,908	497
					345,360	27,023	498
48.50	800,000				1,649,285	52,797	499
51.72	75,000				145,000	21,323	500
63.38	1,848,000		1,000,000	120,000	4,682,375	41,806	501
33.75	12,500,000	427,000		318,340	39,245,340	280,644	502
50.00	3,000,000				6,000,000	92,308	507
55.83	226,000		1,164,500		2,490,500	42,327	508
51.85	125,000			16,555	272,968	9,578	509
					300,000	31,847	510
40.41	678,000				1,678,000	29,699	513
					86,550	14,435	514
50.00	70,000				140,000	10,000	515
21.21	7,000				33,000	4,125	516
					30,000	² 60,000	517
							917
49.26	98,900				200,755	7,131	518
40.54	61,325,840	22,330,000		4,507,000	217,465,440	410,499	519
17.96	336,000				1,871,000	20,690	520
73.91		1,700,000			2,300,000	46,777	521
					100,000	24,039	522
49.48	1,279,000				2,579,550	26,419	523
64.28	1,800,000				2,800,000	64,800	524
66.27	129,800				195,850	13,832	525
50.00	500,000				1,000,000	34,856	526
52.63		1,000,000			1,900,000	516,304	527
42.51	300,000				705,650	18,777	528
22.22	100,000				450,000	30,509	529
					30,000	³ 176,471	530
					150,000	⁴ 192,308	531
62.78	498,600				794,200	28,838	532
24.29	250,000				1,029,100	36,754	533
31.58		150,000			475,000	17,179	534
37.18	700,000				1,882,550	35,031	535
50.00	200,000				400,000	20,314	536
					355,900	51,729	537
19.69		294,175			1,494,175	17,554	538
54.38	200,000				367,775	29,588	539
					95,750	14,420	540
43.57		200,000			459,000	38,378	541
48.30		467,074			967,074	105,117	542
50.00	1,500,000				3,000,000	62,736	543
49.59	7,000,000				14,117,450	108,412	544
30.45		100,000			328,400	51,313	545
					200,000	16,543	546
65.59	19,799,000				30,184,000	104,966	547
49.50	750,000				1,515,000	30,874	548
50.00	1,263,000				2,526,000	182,120	549
49.99	3,431,000				6,863,900	88,761	550
					500,000	18,727	551
50.00	491,000				982,000	36,064	552

¹ See page 278, note 1.

³ See page 278, note 6.

² See page 278, note 3.

⁴ See page 278, note 8.

GROUP II.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Propor- tion to total railway capital. 100× Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		Dollars.	Dollars.	Per cent.	Dollars.	Dollars.
	Pennsylvania R. R.—Continued.					
553	Riverfront R. R.	300,000	77,720	50.00	300,000	77,720
554	S. Fork R. R.	116,700	14,372	100.00		
555	S. W. Pa. Ry.	1,499,900	13,408	62.50	900,000	8,045
556	Sunb. & Lewistown Ry.	600,000	13,809	54.54	500,000	11,507
557	Sunb., Haz. & Wilkesb. Ry.	1,000,000	23,020	29.85	2,350,000	54,098
558	Susq. & Clearf. R. R.	286,000	11,491	50.09	285,000	11,450
559	Tipton R. R.	43,250	9,741	100.00		
560	Trenton Del. Brg. Co.	298,900	11,573,158	46.06	350,000	11,842,105
561	Tyrone & Clearf. Ry.	1,000,000	7,434	50.00	1,000,000	7,434
562	United N. J. R. R. & Canal Co.	21,240,400	2 100,756	51.50	20,001,625	2 94,862
563	Belvidere Del. R. R.	1,253,000	15,502	30.97	2,793,000	34,554
564	Camden & Burl. Co. R. R.	381,925	12,899	52.18	350,000	11,820
565	Mt. Holly, Lumb. & Medf. R. R.	95,650	16,076	56.05	75,000	12,605
566	Phila. & Trenton R. R.	1,259,100	47,513	100.00		
567	Connecting Ry.	1,278,300	189,378	56.33	991,000	146,815
568	Rocky H. R. R. & Transp. Co.	45,600	19,160	100.00		
569	Vincentown Brh. R. R.	25,000	8,803	62.50	15,000	5,282
570	W. Chester R. R.	165,000	31,609	68.75	75,000	14,368
571	Wn. Pa. R. R.	1,775,000	12,947	30.71	4,004,100	29,206
572	Allegh. Vy. Ry.	27,021,380	103,809	61.65	16,809,327	64,577
574	Camden & Atl. R. R. ³					
575	Phila., Marl. & Medf. R. R. ³					
573	Cumb. Vy. R. R.	1,777,850	21,634	86.79	270,500	3,292
574	Cumb. Vy. & Martinsb. R. R.	700,000	20,802	100.00		
575	Dillsb. & Mechs. R. R.	89,800	11,662	47.31	100,000	12,987
576	Sn. Pa. Ry. & Min. Co.	800,000	37,383	56.14	625,000	29,206
577	Mont Alto R. R.	110,000	6,149	46.81	125,000	6,987
578	Junction R. R. (of Phila.)	250,000	70,224	25.64	725,000	203,652
579	Nn. Cent. Ry.	7,518,150	50,716	34.87	14,043,000	94,732
580	Elm. & L. Ont. R. R.	1,500,000	15,059	75.00	500,000	5,020
581	Elm. & Williamspt. R. R.	1,000,000	13,245	39.15	1,554,000	20,583
582	Lykens Vy. R. R. & Coal Co.	600,000	30,457	100.00		
583	Sham. Vy. & Pottsv. R. R.	4 869,450	29,196	30.30	4 2,000,000	67,159
585	Un. R. R. (of Balt.)	2,100,000	217,617	77.78	600,000	62,176
586	Phila., Wilm. & Balt. R. R.	11,819,350	101,193	67.35	5,730,000	49,058
587	Balt. & Pot. R. R.	5,531,100	59,347	42.44	7,500,000	80,472
588	Catonsv. S. Line R. R.	60,000	15,789	57.14	45,000	11,842
589	Cambridge & Seaf. R. R.	500,000	18,355	100.00		
590	Delaware R. R.	2,687,325	22,968	84.31	500,000	4,273
591	Del. & Ches. Ry.	600,000	11,050	60.00	400,000	7,366
592	Del., Md. & Va. R. R.	526,758	5,401	33.73	1,035,000	10,612
593	Phila. & Balt. Cent. R. R.	2,499,267	33,920	53.18	2,200,000	29,859
594	Chester Ck. R. R.	272,100	40,673	59.52	185,000	27,653
595	Phila. & Del. Co. R. R.	351,200	35,368	66.11	180,000	18,127
596	Queen Anne's & Kent. R. R.	314,835	12,156	100.00		
597	S. Chester. R. R.	250,000	55,556	100.00		
598	Wash. Sn. Ry.	1,000,000	26,420	50.00	1,000,000	26,420
602	W. Jersey R. R. ³					
603	Alloway & Quinton R. R. ³					
604	W. Jersey & Atl. R. R. ³					
599	W. Jersey & Seashore R. R. ⁵	4,368,750	14,112	50.52	4,279,300	13,823
600	Pa. & N. Wn. R. R.	2,250,000	29,766	46.22	2,618,000	34,634
604	Perry Co. R. R.	97,900	4,331	44.16	123,800	5,478
605	Phila. & Read. R. R.	41,400,862	122,669	20.48	160,738,534	476,262
606	Allentown R. R.	1,268,884	281,974	100.00		
607	Allentown Term. R. R.	450,000	137,615	50.00	450,000	137,615
608	Catawissa R. R.	4,359,500	45,176	67.31	2,117,000	21,938
609	Chest. H. R. R.	120,650	30,163	100.00		
610	Colebrookdale R. R.	297,215	23,220	33.13	600,000	46,875
611	Danv. & Sham. R. R.	26,710	26,710	100.00		

¹ Road is .19 mile long; figures are on basis of 1 mile.² On basis of 210.81 miles, which covers 66 miles of canal.³ Report for ten months ending April 30, 1896. Consolidated into W. Jersey & Seashore R. R.⁴ Covers "over 6,000 acres of coal land."⁵ Report for two months ending June 30, 1896. Consolidation of Camden & Atl., Phila., Marl. & Medf., W. Jersey, Alloway & Quinton, and W. Jersey & Atl. R. Rs.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital.	Amount per mile of line.	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Cols. 2+5	Cols. 3+6	
Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
50.00	216,000	84,000			600,000	155,440	553
					116,700	14,372	554
37.50	900,000				2,399,900	21,453	555
45.46	500,000				1,100,000	25,316	556
70.15	1,000,000		1,350,000		3,350,000	77,118	557
49.91	285,000				571,000	22,941	558
					43,250	9,741	559
53.94	350,000				648,900	¹ 3,415,263	560
50.00	1,000,000				2,000,000	14,868	561
48.50	20,001,625				41,242,025	² 195,618	562
69.03	2,793,000				4,046,000	50,056	563
47.82	350,000				731,925	24,719	564
43.95	75,000				170,650	28,681	565
					1,259,100	47,513	566
43.67	991,000				2,269,300	336,193	567
					45,600	19,160	568
37.50	15,000				40,000	14,085	569
31.25	75,000				240,000	45,977	570
69.29	4,004,100				5,779,100	42,153	571
38.35	16,808,000	1,327			43,830,707	168,386	572
							574
							575
13.21	270,500				2,048,350	24,926	573
					700,000	20,802	574
52.69	100,000				189,800	24,649	575
43.86	625,000				1,425,000	66,589	576
53.19	125,000				235,000	13,136	577
74.36	725,000				975,000	273,876	578
65.13	14,043,000				21,561,150	145,448	579
25.00	500,000				2,000,000	20,079	580
60.85	984,000		570,000		2,554,000	33,828	581
					600,000	30,457	582
69.70	2,000,000				³ 2,869,450	96,355	583
22.22	600,000				2,700,000	279,793	585
32.65		5,730,000			17,549,350	150,251	586
57.56	7,500,000				13,031,100	139,819	587
42.86	45,000				105,000	27,631	588
					500,000	18,355	589
15.69	500,000				3,187,325	27,241	590
40.00	400,000				1,000,000	18,416	591
66.27	1,035,000				1,561,758	16,013	592
46.82	2,200,000				4,699,267	63,779	593
40.48	185,000				457,100	68,326	594
33.89	180,000				531,200	53,495	595
					314,835	12,156	596
					250,000	55,556	597
50.00	1,000,000				2,000,000	52,840	598
							602
							603
							604
49.48	3,622,500	656,800			8,648,050	27,935	599
53.78	2,247,000			371,000	4,868,000	64,400	600
55.84	123,800				221,700	9,809	604
79.52	94,572,826		64,475,708	1,690,000	202,139,396	598,931	605
					1,268,884	281,974	606
50.00	450,000				900,000	275,230	607
32.69	2,117,000				6,476,500	67,114	608
					120,650	30,163	609
66.87	600,000				897,215	70,095	610
					26,710	26,710	611

¹ See page 280, note 1.² See page 280, note 2.³ See page 280, note 4.

GROUP II.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2 Amount out- standing.	3 Amount per mile of line.	4 Proportion to total railway capital. 100×Col. 2 Col. 12	5 FUNDED DEBT.	
					Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		Dollars.	Dollars.	Per cent.	Dollars.	Dollars.
	Phila. & Read. R. R.—Continued.					
612	Dauphin & Berks R. R.	100,000	(¹)	100.00	.....	.....
613	Del. & Bound Brk. R. R.	1,800,000	58,632	50.00	1,800,000	58,632
614	E. Trenton R. R.	59,000	19,667	100.00	.....	.....
615	E. Pa. R. R.	1,730,450	48,068	77.76	495,000	13,750
616	Langhorne & Bristol R. R.	30,000	(¹)	100.00	.....	.....
617	Little Schuyl. Nav., R. R. & Coal Co.	2,487,850	79,995	100.00	.....	.....
618	E. Mahanoy R. R.	497,750	35,301	100.00	.....	.....
619	Mill Ck. & Mine H. Nav. & R. R. Co.	323,375	85,099	100.00	.....	.....
620	Mine H. & Schuyl. Hav. R. R.	4,210,200	81,278	100.00	.....	.....
621	Mt. Carb. & Port Carb. R. R.	282,350	112,940	100.00	.....	.....
622	Mt. Carmel & Natalie R. R.	175,000	23,333	50.00	175,000	23,333
623	Norrist. Jctn. R. R.	20,250	² 50,625	34.76	38,000	² 95,000
624	N. Pa. R. R.	4,720,800	54,639	39.60	7,200,000	83,333
625	Phila. & Frankf. R. R.	500,000	192,308	50.15	497,000	191,154
626	Phila. & Read. Term. R. R.	8,500,000	6,439,394	100.00	.....	.....
627	Phila., Germant. & Norrist. R. R.	2,246,900	109,073	100.00	.....	.....
628	Plymouth R. R.	12,050	1,354	100.00	.....	.....
629	Phila., Harrisb. & Pittsb. R. R.	2,000,000	49,261	80.00	500,000	12,315
630	Pickering Vy. R. R.	95,655	8,465	22.35	332,300	29,407
631	Schuyl. & Lehigh R. R.	50,000	1,136	4.76	1,000,000	22,727
632	Schuyl. Riv. W. Side R. R.	1,500	(¹)	100.00	.....	.....
633	Schuyl. Vy. Nav & R. R. Co.	576,050	52,368	100.00	.....	.....
634	Sham., Sunb. & Lewisb. R. R.	2,000,000	64,309	50.00	2,000,000	64,309
635	Slatington R. R.	20,000	(¹)	100.00	.....	.....
636	Atl. Cy. R. R.	2,200,000	26,360	50.00	2,200,000	26,360
637	Phila. & Brigantine R. R. ³	300,000	19,973	100.00	.....	.....
638	Camden Co. R. R.	100,000	13,699	71.94	39,000	5,342
639	Chester & Del. Riv. R. R.	40,000	7,018	100.00	.....	.....
640	Gettysb. & Harrisb. Ry.	600,000	⁴ 17,341	51.50	565,000	⁴ 16,329
641	Middlet. & Hummelst. R. R.	175,000	26,515	100.00	.....	.....
642	N. E. Pa. R. R.	400,000	15,625	50.00	400,000	15,625
643	Perkiomen R. R.	38,400	997	1.96	1,924,600	49,990
644	Phila. & Chest. Vy. R. R.	755,100	35,121	66.49	380,510	17,698
645	Phila. & Nn. R. R.	900,000	(¹)	100.00	.....	.....
646	Port Read. R. R.	1,565,000	78,094	51.06	1,500,000	74,850
647	Read. & Col. R. R.	958,373	18,185	32.38	2,000,000	37,950
648	Read., Mari. & Han. R. R.	250,000	39,683	100.00	.....	.....
649	Rupert & Bloomsb. R. R.	50,000	31,250	100.00	.....	.....
650	Stony Ck. R. R.	176,100	17,097	33.47	350,000	33,981
651	Tamaqua, Haz. & Nn. R. R.	300,000	30,303	100.00	.....	.....
652	Phila. Belt Line R. R.	200,000	52,632	100.00	.....	.....
653	Phila., Newt. & N. Y. R. R.	1,600,000	72,235	50.00	1,600,000	72,235
654	Phila., Read. & New Eng. R. R.	6,600,000	114,583	39.52	10,100,000	175,347
655	Dutchess Co. R. R.	300,000	24,194	46.16	350,000	28,259
656	Hartf. & Conn. Wn. R. R.	2,704,400	24,641	79.44	700,000	6,378
657	Portage Ck. & Rich. Vy. R. R.	90,000	4,186	100.00	.....	.....
658	Port Jer., Monti. & N. Y. R. R.	409,100	9,965	57.31	304,724	7,423
659	Pough. & En. Ry.	500,000	14,290	50.00	500,000	14,290
661	Raritan Riv. R. R.	365,000	22,713	54.89	300,000	18,668
662	Reynoldsv. & Falls Ck. R. R.	170,000	11,724	50.00	170,000	11,724
663	Roch. & Irondequoit R. R.: ⁵					
664	Roch. & L. Ont. Ry.	65,000	10,744	100.00	.....	.....
665	Rkaway. Vy. Ry.	125,000	4,450	50.00	125,000	4,450
666	St. Marys & S. Wn. R. R.	300,000	14,205	100.00	.....	.....
670	Silver L. Ry.	120,000	17,493	64.00	67,500	9,840
671	Skaneateles R. R.	77,800	15,560	88.61	10,000	2,000
673	Slate Run R. R.	81,000	5,400	100.00	.....	.....
674	S. Jersey R. R.	940,000	14,199	52.52	850,000	12,840
676	Staten I. Rap. Trans. R. R.	500,000	45,872	5.88	8,000,000	733,945
677	Staten I. Ry.	1,050,000	81,903	67.74	500,000	39,002

¹ Road under construction; mileage not yet ascertained.² Road is .40 mile long; figures are on basis of 1 mile.³ Report for three months ending June 30, 1896. Reorganization of Brigantine B. R. R.⁴ On basis of 34.60 miles, which excludes 8.38 miles leased to Hunters Run & Slate Belt R. R.⁵ Report not filed; inserted to show relation of road following.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
					100,000	(1)	612
50.00	1,800,000				3,600,000	117,264	613
					59,000	19,667	614
22.24	495,000				2,225,450	61,818	615
					30,000	(1)	616
					2,487,850	79,995	617
					497,750	35,301	618
					323,375	85,099	619
					4,210,200	81,278	620
					282,350	112,940	621
50.00	175,000				350,000	46,666	622
65.24	38,000				58,250	² 145,625	623
60.40	7,200,000				11,920,800	137,972	624
49.85	497,000				997,000	383,462	625
					8,500,000	6,439,394	626
					2,246,900	109,073	627
					12,050	1,354	628
20.00	500,000				2,500,000	61,576	629
77.65	332,300				427,955	37,872	630
95.24	1,000,000				1,050,000	23,863	631
					1,500	(1)	632
					576,050	52,368	633
50.00	2,000,000				4,000,000	128,618	634
					20,000	(1)	635
50.00	2,200,000				4,400,000	52,720	636
					300,000	19,973	637
28.06	39,000				139,000	19,041	638
					40,000	7,018	639
48.50	565,000				1,165,000	³ 33,670	640
					175,000	26,515	641
50.00	400,000				800,000	31,250	642
98.04	1,924,600				1,963,000	50,987	643
33.51	380,510				1,135,610	52,819	644
					900,000	(1)	645
48.94	1,500,000				3,065,000	152,944	646
67.62	1,000,000	1,000,000			2,958,373	56,135	647
					250,000	39,683	648
					50,000	31,250	649
66.53	350,000				526,100	51,078	650
					300,000	30,303	651
					200,000	52,632	652
50.00	1,600,000				3,200,000	144,470	653
60.48	6,250,000		3,850,000		16,700,000	289,930	654
53.84	350,000				650,000	52,453	655
20.56	700,000				3,404,400	31,019	656
					90,000	4,186	657
42.69	300,000			4,724	713,824	17,388	658
50.00	500,000				1,000,000	28,580	659
45.11	300,000				665,000	41,381	661
50.00	170,000				340,000	23,448	662
							663
					65,000	10,744	664
50.00	125,000				250,000	8,900	665
					300,000	14,205	666
36.00	67,500				187,500	27,333	670
11.39	10,000				87,800	17,560	671
					81,000	5,400	673
47.48	850,000				1,790,000	27,039	674
94.12	3,500,000		4,500,000		8,500,000	779,817	676
32.26	500,000				1,550,000	120,905	677

¹ See page 282, note 1.

² See page 282, note 2.

³ See page 282, note 4.

GROUP II.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

	1	2	3	4	5	6
No.	Abbreviated name of road.	STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Proportion to total railway capital. $\frac{100 \times \text{Col. 2}}{\text{Col. 12}}$	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>
678	Sterling Mtn. Ry.....	80,000	10,526	14.40	475,674	62,589
679	Stewartstown R. R.....	70,000	9,722	100.00	.....	.....
681	Sugar Run R. R.....	50,000	6,250	100.00	.....	.....
682	Susq. & Buff. R. R.....	144,000	96,000	100.00	.....	.....
684	Tuckerton R. R.....	550,992	17,918	84.65	99,882	3,249
685	Tuscarora Vy. R. R.....	180,000	6,667	100.00	.....	.....
686	Ulster & Del. R. R.....	1,794,600	23,928	49.21	1,852,300	24,697
687	Del. & Otsego R. R.....	299,800	34,107	100.00	.....	.....
689	Kaaterskill R. R.....	100,000	13,333	100.00	.....	.....
690	Cats. & Tannersv. Ry.....	25,000	¹ 26,882	100.00	.....	.....
691	Stony Clove & Cats. Mtn. R. R.....	124,000	8,672	100.00	.....	.....
692	Unadilla Vy. Ry.....	200,000	10,449	41.60	280,700	13,062
693	Un. Transp. Co.....	19,250	² 787	100.00	.....	.....
694	Pember. & Hightst. R. R.....	342,150	13,982	68.14	160,000	6,539
695	Ursina & N. Fork Ry.....	(³)	.....	.....	(³)	.....
697	Valley R. R. (of Pa.).....	15,000	2,609	100.00	.....	.....
698	Wash. & Pot. R. R.....	4,000,000	190,476	88.99	500,000	23,809
699	Wn. Md. R. R.....	1,008,950	11,211	17.42	4,783,272	53,147
700	Balt. & Cumb. Vy. R. R.....	76,700	16,857	51.30	72,800	16,000
701	Balt. & Cumb. Vy. R. R. Ex.....	270,000	10,181	54.00	230,000	8,673
702	Balt. & Cumb. Vy. Ry.....	42,500	14,026	46.70	48,500	16,007
703	Potomac Vy. R. R.....	620	43	.12	525,000	36,713
704	Balt. & Harrisb. Ry.....	720,000	10,909	51.06	690,000	10,455
707	Berlin Brh. R. R.....	43,195	6,171	50.17	42,900	6,129
708	Wn. N. Y. & Pa. Ry.....	20,000,000	⁴ 31,599	39.88	30,141,748	⁴ 47,622
719	Kinzua Vy. R. R.....	105,000	1,050	100.00	.....	.....
721	Whippany Riv. R. R. ⁵	25,000	6,250	47.65	27,470	6,867
722	Williams Vy. R. R.....	90,000	7,500	50.85	87,000	7,250
723	Williamspt. & N. Brh. R. R.....	1,225,362	27,230	52.13	1,125,000	25,000
724	Wilm. & Nn. R. R.....	1,278,050	14,456	63.02	750,000	8,483
725	York Sn. R. R.....	600,000	14,634	58.44	426,707	10,383
727	Youghy. & Wick. Hav. R. R.....	18,000	⁶ 40,909	100.00	.....	.....

¹ Road is .93 mile long; figures are on basis of 1 mile.² On basis of mileage operated; no mileage owned.³ No stock or bonds reported.⁴ On basis of 632.94 miles, which includes 207.17 miles of "Proprietary companies."⁵ Report of Receiver for nine months ending June 30, 1896.⁶ Road is .44 mile long; figures are on basis of 1 mile.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		No.
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital.	Amount per mile of line.	
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Cols. 2+5	Cols. 3+6	
Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
85.60			475,674		555,674	73,115	678
					70,000	9,722	679
					50,000	6,250	681
					144,000	96,000	682
15.35	99,882				650,874	21,167	684
					180,000	6,667	685
50.79	1,852,000		300		3,646,900	48,625	686
					299,800	34,107	687
					100,000	13,333	689
					25,000	¹ 26,882	690
					124,000	8,672	691
58.40	250,000		30,700		480,700	23,511	692
					19,250	² 787	693
31.86	160,000				502,150	20,521	694
							695
					15,000	2,609	697
11.11	500,000				4,500,000	214,285	698
82.58	3,801,000	982,272			5,792,222	64,358	699
48.70	72,800				149,500	32,857	700
46.00	230,000				500,000	18,854	701
53.30	48,500				91,000	30,033	702
99.88	525,000				525,620	36,756	703
48.94	690,000				1,410,000	21,364	704
49.83	42,900				86,095	12,300	707
60.12	19,990,000		10,000,000	151,748	50,141,748	³ 79,221	708
					105,000	1,050	719
52.35	25,000			2,470	52,470	13,117	721
49.15	87,000				177,000	14,750	722
47.87	1,125,000				2,350,362	52,230	723
36.98	750,000				2,028,050	22,939	724
41.56	399,950			26,757	1,026,707	25,017	725
					18,000	⁴ 40,909	727

¹ See page 284, note 1.

³ See page 284, note 4.

² See page 284, note 2.

⁴ See page 284, note 6.

GROUP III.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Propor- tion to total railway capital. 100×Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
	Total—Group III	<i>Dollars.</i> 704, 247, 994	<i>Dollars.</i> 31, 148	<i>Per cent.</i> 50. 37	<i>Dollars.</i> 694, 009, 892	<i>Dollars.</i> 30, 695
729	Addyston & Ohio Riv. R. R.	50, 000	6, 944	100. 00	.....	.....
730	Alliance & Nn. R. R.	500, 000	20, 000	100. 00	.....	.....
731	Ann Arbor R. R. ¹	7, 250, 000	24, 264	50. 88	7, 000, 000	23, 427
732	Arcadia & Betsey Riv. Ry. ²	123, 000	7, 029	100. 00	.....	.....
171	Balt. & Ohio R. R. ³ .....	.....	.....	.....	⁴ 19, 370, 416	⁵ 73, 124
	[Line west of Ohio Riv.]					
734	Balt. & Ohio & Chic. R. R.	1, 503, 450	5, 676	100. 00	(⁶)	.....
735	Akron & Chic. Jctn. R. R.	2, 250, 000	29, 350	60. 00	1, 500, 000	19, 567
736	Cent. Ohio R. R.	2, 859, 900	22, 462	53. 36	2, 500, 000	19, 635
737	Sdsby., Mansf. & Newk. R. R.	1, 080, 600	9, 295	31. 96	2, 300, 000	19, 785
739	Cols. & Cin. Midl. R. R.	3, 000, 000	42, 980	57. 25	2, 240, 000	32, 092
740	Newk., Somerset & Stsv. R. R.	1, 026, 500	21, 980	56. 20	800, 000	17, 130
741	Balt. & Ohio S. Wn. Ry. ⁷	17, 826, 959	32, 699	36. 57	30, 912, 936	56, 701
	[Line east of Vincennes, Ind.]					
742	Clev. Term. & Vy. R. R. ⁸	6, 670, 050	77, 084	54. 81	5, 500, 000	63, 562
743	En. Ohio R. R.	300, 000	17, 741	100. 00	.....	.....
744	Pittsb. & Wn. Ry.	13, 500, 000	64, 194	49. 04	14, 024, 649	66, 689
745	Ellwood S. Line R. R.	300, 000	93, 750	50. 00	300, 000	93, 750
746	Pittsb., Clev. & Tol. R. R.	3, 000, 000	38, 911	42. 86	4, 000, 000	51, 881
747	Pittsb., Painesv. & Fairpt. Ry.	1, 050, 000	17, 073	45. 65	1, 250, 000	20, 325
748	Big Level & Kinzua R. R.	150, 000	14, 019	75. 00	50, 000	4, 673
747	Valley Ry. (of Ohio) ⁹ .....	.....	.....	.....	.....	.....
749	Barberton Belt Line R. R.	50, 000	6, 964	63. 29	29, 000	4, 039
751	Bedford Belt Ry.	250, 000	32, 468	50. 00	250, 000	32, 468
752	Bellaire, Zanesv. & Cin. Ry.	4, 290, 150	11, 649	48. 80	1, 354, 000	13, 128
753	Boyne Cy. & S. En. R. R.	50, 000	3, 571	100. 00	.....	.....
756	Cent. Un. Depot & Ry. Co. of Cin.	¹⁰ 712, 500	494, 791	74. 03	¹⁰ 250, 000	173, 611
757	Chic. & S. Bend R. R.	50, 000	¹¹ 54, 945	82. 50	10, 607	¹¹ 11, 656
759	Chic. & W. Mich. Ry.	7, 511, 800	15, 549	48. 09	8, 107, 413	16, 781
761	Det., Lans. & Nn. R. R. ¹²	4, 335, 600	19, 568	55. 74	3, 442, 000	15, 535
763	Sag. & Wn. R. R. ¹²	4, 500	106	. 79	566, 000	13, 296
764	Sag. Vy. & St. L. R. R. ¹²	264, 804	7, 459	37. 26	446, 000	12, 563
765	Sag. & Gr. Rap. R. R. ¹²	70, 000	19, 444	100. 00	.....	.....
766	Gr. Rap. Tr. & Jctn. R. R.	5, 000	5, 000	100. 00	.....	.....
769	Cin. & Westwood R. R.	195, 000	34, 635	66. 10	100, 000	17, 762
770	Cin., Georget. & Ports. R. R.	400, 000	9, 524	61. 35	252, 000	6, 000
771	Cin., Ham. & Day. Ry.	¹³ 16, 599, 085	¹⁴ 43, 890	59. 02	¹⁶ 11, 525, 000	¹⁶ 34, 780
775	Day. & Mich. R. R.	3, 614, 494	25, 686	56. 99	2, 728, 300	19, 388
777	Cin., Ham. & Indpls. R. R.	2, 500, 000	25, 422	39. 46	3, 835, 000	38, 997
778	Cin., Jack. & Mack. Ry. ¹⁷ .....	.....	.....	.....	.....	.....
780	Cin., Leb. & Nn. Ry.	993, 000	26, 375	72. 72	372, 400	9, 892
782	Cin. N. Wn. Ry.	150, 100	23, 092	83. 34	30, 000	4, 615
783	Cin., Ports. & Va. R. R.	2, 160, 000	20, 056	95. 79	95, 000	891
784	Clev., Akron & Cols. Ry.	4, 000, 000	22, 567	54. 91	¹⁸ 3, 284, 499	18, 530
785	Clev. Belt & Term. R. R.	3, 179, 000	483, 866	77. 90	902, 000	137, 290

¹ Report for eight months ending June 30, 1896. Reorganization of Tol., Ann Arb. & N. Mich. Ry.² Report for period, September 25, 1895 to June 30, 1896.³ See page 336, No. 171, for totals covering entire road.⁴ Includes bonds, \$7,744,000, of Balt. & Ohio & Chic. R. R.⁵ On basis of 1,101.52 miles, which includes 564.20 miles of Balt. & Ohio & Chic., Balt. & Phila., Parkersburg Brh., Pittsb. & Connellsv., and Wash. Cy. & Pt. Lookout R. Rs.⁶ See note 4.⁷ See page 336, No. 741, for totals covering entire road.⁸ Report for period, October 6, 1895 to June 30, 1896. Reorganization of Valley Ry. (of Ohio).⁹ Report of Receivers for period, July 1 to October 5, 1895. Reorganized as Clev. Term. & Vy. R. R.¹⁰ Covers also real estate, depot, office buildings, and train sheds.¹¹ Road is .91 mile long; figures are on basis of 1 mile.¹² Report for nine months ending March 31, 1896.¹³ Includes the stock of Bowling Green R. R., Cin. & Day. Ry., Cols., Find. & Nn. Ry., and Piqua & Troy Brh. R. R.¹⁴ On basis of 378.20 miles, which includes 60.21 miles of roads named in note 13.¹⁵ Includes bonds of Cin. & Day. Ry.¹⁶ On basis of 331.37 miles, which includes 13.38 miles of road named in note 15.¹⁷ Report of Receiver; no stock or bonds reported.¹⁸ Includes \$1,117, deferred payments—interest on equipment trust obligations.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6.	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
<i>Per cent.</i> 49.63	<i>Dollars.</i> 650,496,254	<i>Dollars.</i> 3,613,446	<i>Dollars.</i> 27,837,717	<i>Dollars.</i> 12,062,375	<i>Dollars.</i> 1,398,257,886	<i>Dollars.</i> 61,843	
					50,000	6,944	729
					500,000	20,000	730
49.12	7,000,000				14,250,000	47,691	731
					123,000	7,029	732
100.00	19,370,416				¹ 19,370,416	² 73,124	171
					³ 1,503,450	5,676	734
40.00	1,500,000				3,750,000	48,917	735
46.64	2,500,000				5,359,900	42,097	736
68.04	2,300,000				3,380,600	29,080	737
42.75	2,000,000	240,000			5,240,000	75,072	739
43.80	800,000				1,826,500	39,110	740
63.43	19,657,589		11,141,849	113,498	48,739,895	89,400	741
45.19	5,500,000				12,170,050	140,646	742
					300,000	17,741	743
50.96	13,500,000			524,649	27,524,649	130,883	744
50.00	300,000				600,000	187,500	745
57.14	4,000,000				7,000,000	90,792	746
54.35	1,000,000	250,000			2,300,000	37,398	747
25.00			50,000		200,000	18,692	748
							747
36.71	29,000				79,000	11,003	749
50.00	250,000				500,000	64,936	751
51.20	1,354,000				2,644,150	24,777	752
					50,000	3,571	753
25.97	250,000				⁴ 962,500	668,402	756
17.50				10,607	60,607	⁵ 66,601	757
51.91	7,750,000	357,413			15,619,213	32,330	759
44.26	3,442,000				7,777,600	35,103	761
99.21	566,000				570,500	13,402	763
62.74	446,000				710,804	20,022	764
					70,000	19,444	765
					5,000	5,000	766
33.90	100,000				295,000	52,397	769
38.65	252,000				652,000	15,524	770
40.98	11,525,000				⁶ 28,124,085	⁷ 78,670	771
43.01	2,728,000		300		6,342,794	45,074	775
60.54	3,835,000				6,335,000	64,419	777
							778
27.28	200,000	172,400			1,365,400	36,267	780
16.66	30,000				180,100	27,707	782
4.21	95,000				2,255,000	20,947	783
45.09	2,930,000			354,499	⁸ 7,284,499	41,097	784
22.10	902,000				4,081,000	621,156	785

¹ See page 286, note 4.

² See page 286, note 6.

³ See page 286, note 11.

⁴ See page 286, notes 14 and 16.

⁵ See page 286, note 5.

⁶ See page 286, note 10.

⁷ See page 286, notes 13 and 15.

⁸ See page 286, note 18.

GROUP III.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Proportion to total railway capital. 100×Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>
786	Clev., Cant. & Sn. R. R.	12,799,459	62,767	71.67	5,058,982	24,808
787	Cant. & Wooster R. R. ¹	10,000	9,091	100.00	.....	.....
789	Clev., Cin., Chic. & St. L. Ry. ²	27,502,972	22,813	41.55	38,685,908	32,088
	[Line east of Terre Haute, Ind.]					
795	Day. & Un. R. R.	86,300	2,723	27.19	231,080	7,292
797	Mt. Gil. S. Line Ry. ³					
798	Peoria & En. Ry. ⁴	6,401,769	29,292	42.36	8,708,327	39,846
	[Line east of Danville, Ill.]					
799	Clev., Lor. & Wheel. Ry.	13,000,000	67,603	69.28	5,765,000	29,979
800	Cols., Hock. Vy. & Tol. Ry.	14,196,300	44,905	44.74	17,535,000	55,466
803	Cols., Sdsky. & Hock. R. R.	7,389,459	32,666	42.75	9,894,111	43,739
805	Crawf. & Manistee Riv. Ry.	50,000	5,000	100.00	.....	.....
806	Day., Leb. & Cin. R. R.	280,200	17,085	100.00	.....	.....
808	Det. & Mackinac Ry.	2,030,000	7,575	41.18	2,900,000	10,821
810	Elkhart & Wn. R. R.	10,000	874	3.85	250,000	21,168
328	Erie R. R. ⁵	43,636,658	⁶ 99,296	52.63	39,283,986	⁶ 89,392
	[Line west of Salamanca, N. Y.]					
813	Clev. & Mahon. Vy. Ry.	3,259,206	25,082	51.62	3,055,000	23,511
814	New Castle & Shen. Vy. R. R.	292,450	18,053	53.91	250,000	15,432
815	Sharon Ry.	464,600	28,434	73.91	164,000	10,036
816	Westerman Coal & Iron R. R. ⁷					
818	Chic. & Erie R. R.	100,000	401	.45	22,300,000	89,354
819	Evansv. & T. Haute R. R.	5,280,683	28,478	46.41	6,097,690	32,884
820	Evansv. Belt Ry.	100,000	22,472	100.00	.....	.....
821	Evansv. & Indpls. R. R.	2,000,000	14,848	44.42	2,502,488	18,578
822	Evansv. & Rich. R. R.	1,500,000	14,793	51.72	1,400,000	13,807
824	Find., Ft. Way. & Wn. Ry.	2,000,000	25,000	50.00	2,000,000	25,000
825	Flint & Pere Marq. R. R.	9,640,200	12,818	48.03	10,429,000	13,867
89	Gr. Trunk Ry. ⁸					
830	Chic. & Gr. Trunk Ry.	6,600,000	20,214	35.48	12,000,000	36,754
831	Gr. Trunk Jctn. Ry.	500,000	128,205	11.44	3,872,000	992,821
832	Cin., Sag. & Mack. R. R.	1,500,000	28,302	46.51	1,725,000	32,547
833	Chic., Det. & Can. Gr. Trunk Jctn. Ry.	1,095,000	18,444	38.01	1,786,141	30,085
834	Det., Gr. Hav. & Milw. Ry.	1,500,000	7,937	22.39	5,200,000	27,513
835	Mich. Air Line Ry.	300,000	2,841	16.59	1,508,667	14,287
836	Tol., Sag. & Musk. Ry.	1,600,000	16,767	49.24	1,649,000	17,177
839	Ind., Dec. & Wn. Ry. ⁹	915,000	11,998	50.00	914,999	11,998
	[Line in Indiana.]					
840	Ind., Ill. & Io. R. R. ¹⁰	1,947,761	23,704	65.96	1,005,151	12,232
	[Line in Indiana.]					
841	Ind. Nn. Ry.	20,000	10,000	100.00	.....	.....
842	Indpls. Un. Ry.	¹¹ 851,926	¹² 916,049	46.00	1,000,000	¹² 1,075,268
843	Indpls. Belt R. R.	1,500,000	104,969	60.00	1,000,000	69,979
844	Iron Ry.	600,000	30,769	100.00	.....	.....
845	Ivorydale & Mill Ck. Vy. Ry.	100,000	¹³ 20,000	100.00	.....	.....
846	Jamest. & L. Erie Ry.	350,000	14,675	53.85	300,000	12,579
847	L. Erie & Wn. R. R.	23,680,000	33,323	68.54	10,875,000	15,304
848	Nn. Ohio Ry.	4,230,000	26,152	62.85	2,500,000	15,456

¹ Report for period, September 4, 1895 to June 30, 1896.² See page 336, No. 789, for totals covering entire road.³ Road built by trustees of Mount Gilead Township. No stock or bonds issued.⁴ See page 336, No. 798, for totals covering entire road.⁵ Report for seven months ending June 30, 1896. Reorganization of N. Y., L. Erie & Wn. R. R. See page 336, No. 328, for totals covering entire road.⁶ On basis of 1,470.35 miles, which includes proprietary roads, and certain roads whose securities are pledged under first-mortgage deed.⁷ Private road.⁸ Files no report; inserted to show relation of seven roads following.⁹ See page 336, No. 839, for totals covering entire road.¹⁰ See page 336, No. 840, for totals covering entire road.¹¹ Not actual capital stock, but the amount of capital invested originally by five proprietary companies now represented by the Pittsb., Cin., Chic. & St. L. and Clev., Cin., Chic. & St. L. Rys., and the T. Haute & Indpls. R. R.¹² Road is .93 mile long; figures are on basis of 1 mile.¹³ No mileage owned; figures on basis of mileage operated.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
28.33	4,547,000	26,000	.....	485,982	17,858,441	87,575	786
					10,000	9,091	787
58.45	38,685,908	.....	.....	.....	66,188,880	54,901	789
72.81	225,000	1,080	5,000	.....	317,380	10,015	795
							797
57.64	6,147,619	.....	2,560,708	.....	15,110,096	69,138	798
30.72	5,400,000	.....	.....	365,000	18,765,000	97,582	799
55.26	16,085,000	.....	.....	1,450,000	31,731,300	100,371	800
57.25	7,774,811	289,000	1,150,172	680,128	17,283,570	76,405	803
					50,000	5,000	805
					280,200	17,085	806
58.82	2,900,000	.....	.....	.....	4,930,000	18,396	808
96.15	250,000	.....	.....	.....	260,000	22,042	810
47.37	37,480,930	.....	.....	1,803,056	82,920,644	¹ 188,688	328
48.38	3,055,000	.....	.....	.....	6,314,200	48,593	813
46.09	250,000	.....	.....	.....	542,450	33,485	814
26.09	164,000	.....	.....	.....	628,600	38,470	815
							816
99.55	12,000,000	300,000	10,000,000	.....	22,400,000	89,755	818
53.59	5,978,000	.....	.....	119,690	11,378,373	61,362	819
					100,000	22,472	820
55.58	2,502,488	.....	.....	.....	4,502,488	33,426	821
48.28	1,400,000	.....	.....	.....	2,900,000	28,600	822
50.00	1,200,000	.....	800,000	.....	4,000,000	50,000	824
51.97	10,349,000	.....	.....	80,000	20,069,200	26,685	825
							89
64.52	12,000,000	.....	.....	.....	18,600,000	56,968	830
88.56	3,872,000	.....	.....	.....	4,372,000	1,121,026	831
53.49	1,725,000	.....	.....	.....	3,225,000	60,849	832
61.99	1,786,141	.....	.....	.....	2,881,141	48,529	833
77.61	5,200,000	.....	.....	.....	6,700,000	35,450	834
83.41	1,508,667	.....	.....	.....	1,808,667	17,128	835
50.76	1,649,000	.....	.....	.....	3,249,000	33,844	836
50.00	914,999	.....	.....	.....	1,829,999	23,996	839
34.04	703,788	.....	270,688	30,675	2,952,912	35,936	840
					20,000	10,000	841
54.00	1,000,000	.....	.....	.....	1,851,926	² 1,991,317	842
40.00	1,000,000	.....	.....	.....	2,500,000	174,948	843
					600,000	30,769	844
					100,000	³ 20,000	845
46.15	300,000	.....	.....	.....	650,000	27,254	846
31.46	10,875,000	.....	.....	.....	34,555,000	48,627	847
37.15	2,500,000	.....	.....	.....	6,730,000	41,608	848

¹ See page 288, note 6.

² See page 288, note 12.

³ See page 288, note 13.

GROUP III.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Propor- tion to total railway capital. 100×Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		Dollars.	Dollars.	Per cent.	Dollars.	Dollars.
849	L. Erie, Alliance & Sn. Ry.....	3,000,000	83,799	58.20	2,155,000	60,196
850	L. Shore & Mich. Sn. Ry.....	50,000,000	58,197	52.90	¹ 44,516,000	² 39,841
851	Det. & Chic. R. R.....	1,000,000	16,049	100.00	.....	.....
852	Det., Hillsd. & S. Wn. R. R.....	1,350,000	20,706	100.00	.....	.....
853	Det., Monroe & Tol. R. R.....	414,100	6,640	100.00	(³)	.....
855	Ft. Way. & Jack. R. R.....	2,727,548	27,880	100.00	.....	.....
856	Jamest. & Frank. R. R.....	607,243	11,928	43.21	798,000	15,675
857	Kal. & White Pigeon R. R.....	230,900	6,314	100.00	(³)	.....
858	Kal., All. & Gr. Rap. R. R.....	610,000	10,442	42.06	840,000	14,379
859	Mahon. Coal R. R.....	2,300,000	45,817	60.53	1,500,000	29,880
860	Nn. Cent. Mich. R. R.....	610,000	9,977	28.57	1,525,000	24,943
861	Oberlin & La Grange Ry.....	25,000	6,250	67.48	12,046	3,012
862	Sturgis, Goshen & St. L. R. R.....	1,000,000	35,361	75.64	322,000	11,386
864	Tol. & Ohio Nn. Ry.....	527,000	125,476	100.00	.....	.....
865	N. Y., Chic. & St. L. R. R.....	30,000,000	59,530	59.77	⁴ 20,195,000	40,073
866	Chic. & State Line R. R.....	1,500,000	150,602	100.00	.....	.....
867	Pittsb. & L. Erie R. R.....	4,000,000	56,093	50.00	4,000,000	56,093
868	Beaver & Ellwood R. R. ⁵	50,000	17,182	50.00	50,000	17,182
869	Mahon. State Line R. R.....	100,000	31,645	100.00	.....	.....
870	Pittsb., McKeespt. & Youghy. R. R.	3,959,650	40,450	51.35	3,750,000	38,308
873	Ellwood Con. R. R.....	50,000	⁶ 73,529	100.00	.....	.....
874	Lakeside & Marbleh. R. R.....	150,000	21,429	53.96	128,000	18,286
876	Louisv., Evansv. & St. L. Consol. R. R.	4,247,909	11,846	28.40	10,711,534	29,872
877	Louisv., New Alb. & Chic. Ry.....	16,000,000	35,445	53.46	13,931,897	30,864
880	Louisv., New Alb. & Cdn. R. R.....	145,000	13,551	74.36	50,000	4,673
881	Lowell & Hastings R. R.....	190,120	15,209	100.00	.....	.....
883	Manistee & Gr. Rap. R. R.....	449,450	10,655	100.00	.....	.....
885	Manistee & N. En. R. R.....	525,766	5,810	100.00	.....	.....
888	Mason & Oceana R. R.....	150,000	5,556	100.00	.....	.....
889	Mich. Cent. R. R.....	18,738,000	69,382	50.50	⁷ 18,376,000	⁸ 27,695
890	Battle Ck. & Sturgis Ry.....	500,000	12,195	50.00	500,000	12,195
891	Bay Cy. & Battle Ck. Ry.....	300,000	16,667	54.54	250,000	13,889
892	Can. Sn. Brg. Co.....	450,000	122,951	31.03	1,000,000	273,224
893	Det. & Bay Cy. R. R.....	2,000,000	12,903	82.51	⁹ 424,000	2,735
896	Gr. Riv. Vy. R. R.....	491,200	5,862	100.00	(⁹)	.....
897	Jack., Lans. & Sag. R. R.....	2,000,000	6,777	49.33	2,054,000	6,960
898	Joliet & Nn. Ind. R. R.....	300,000	6,667	27.27	800,000	17,778
899	Kal. & S. Hav. R. R.....	325,400	8,238	100.00	(⁹)	.....
901	Mich. Air Line R. R.....	378,063	3,283	100.00	(⁹)	.....
902	Mich. Midl. & Can. R. R.....	300,000	20,436	48.10	323,635	22,046
903	Sag. Bay & N. Wn. R. R.....	20,000	242	100.00	.....	.....
904	Tol., Can. Sn. & Det. Ry.....	1,547,663	27,701	50.78	1,500,000	26,848
906	Middlet. & Cin. R. R.....	200,000	12,954	58.82	140,000	9,067
909	New Castle & Butler R. R.....	20,000	8,000	100.00	.....	.....
470	N. Y. Cent. & Hud. Riv. R. R.: ¹⁰					
910	Dunk., Allegh. Vy. & Pittsb. R. R.	1,300,000	14,349	30.95	2,900,000	32,009
912	Norf. & Wn. R. R. ¹¹	6,083,730	44,816	50.77	5,896,569	43,437
	[Line north of Ohio Riv.]					
913	Cols. Con. & Term. R. R.....	390,161	111,157	39.40	600,000	170,940
914	N. Wn. Monroe Ry.....	43,380	17,352	82.82	9,000	3,600
916	Ohio Sn. R. R.....	3,840,000	14,456	33.05	7,779,318	29,287
917	Pennsylvania Co.....	21,000,000	(¹²)	45.70	24,942,831	(¹²)
918	Calumet Riv. Ry.....	67,500	15,237	100.00	.....	.....
919	Clev. & Pittsb. R. R.....	11,247,529	56,708	57.54	8,302,500	41,860

¹ Includes \$924,000 bonds of Det., Monroe & Tol., and \$400,000 bonds of Kal. & White Pigeon R. Rs.² Figures are on basis of 1,117.34 miles, which includes 258.19 miles of "proprietary companies."³ See note 1.⁴ Includes \$770,000 "equipment trust obligations," which do not appear on books of company.⁵ Report for eleven months ending June 30, 1896.⁶ Road is 8.68 mile long; figures are on basis of 1 mile.⁷ Includes bonds, \$3,576,000 of Det. & Bay Cy., \$1,500,000 of Gr. Riv. Vy., \$700,000 of Kal. & S. Hav., and \$2,600,000 of Mich. Air Line R. Rs.⁸ On basis of 663.52 miles, which includes 393.45 miles of Det. & Bay Cy., Gr. Riv. Vy., Kal. & S. Hav., and Mich. Air Line R. Rs.¹⁰ Inserted to show relation of road following.¹¹ See page 336, No. 912, for totals covering entire road.¹² Company owns no mileage.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
41.80	486,000	-----	1,669,000	-----	5,155,000	143,995	849
47.10	44,516,000	-----	-----	-----	¹ 94,516,000	² 98,038	850
-----	-----	-----	-----	-----	1,000,000	16,049	851
-----	-----	-----	-----	-----	1,350,000	20,706	852
-----	-----	-----	-----	-----	414,100	6,640	853
-----	-----	-----	-----	-----	2,727,548	27,880	855
56.79	798,000	-----	-----	-----	1,405,243	27,603	856
-----	-----	-----	-----	-----	230,900	6,314	857
57.94	840,000	-----	-----	-----	1,450,000	24,821	858
39.47	1,500,000	-----	-----	-----	3,800,000	75,697	859
71.43	1,525,000	-----	-----	-----	2,135,000	34,920	860
32.52	12,046	-----	-----	-----	37,046	9,262	861
24.36	322,000	-----	-----	-----	1,322,000	46,747	862
-----	-----	-----	-----	-----	527,000	125,476	864
40.23	19,425,000	-----	-----	770,000	³ 50,195,000	99,603	865
-----	-----	-----	-----	-----	1,500,000	150,602	866
50.00	4,000,000	-----	-----	-----	8,000,000	112,186	867
50.00	50,000	-----	-----	-----	100,000	34,364	868
-----	-----	-----	-----	-----	100,000	31,645	869
48.65	3,750,000	-----	-----	-----	7,709,650	78,758	870
-----	-----	-----	-----	-----	50,000	⁴ 73,529	873
46.04	128,000	-----	-----	-----	278,000	39,715	874
71.60	10,568,350	-----	-----	143,184	14,959,443	41,718	876
-----	-----	-----	-----	-----	-----	-----	-----
46.54	13,800,000	-----	-----	131,897	29,931,897	66,309	877
25.64	50,000	-----	-----	-----	195,000	18,224	880
-----	-----	-----	-----	-----	190,120	15,209	881
-----	-----	-----	-----	-----	449,450	10,655	883
-----	-----	-----	-----	-----	525,766	5,810	885
-----	-----	-----	-----	-----	150,000	5,556	888
49.50	18,376,000	-----	-----	-----	⁵ 37,114,000	⁶ 97,077	889
50.00	500,000	-----	-----	-----	1,000,000	24,390	890
45.46	250,000	-----	-----	-----	550,000	30,556	891
68.97	1,000,000	-----	-----	-----	1,450,000	396,175	892
17.49	424,000	-----	-----	-----	⁵ 2,424,000	15,638	893
-----	-----	-----	-----	-----	⁵ 491,200	5,862	896
50.67	2,054,000	-----	-----	-----	4,054,000	13,737	897
72.73	800,000	-----	-----	-----	1,100,000	24,445	898
-----	-----	-----	-----	-----	⁵ 325,400	8,238	899
-----	-----	-----	-----	-----	⁵ 378,063	3,283	901
51.90	323,635	-----	-----	-----	623,635	42,482	902
-----	-----	-----	-----	-----	20,000	242	903
49.22	1,500,000	-----	-----	-----	3,047,663	54,549	904
41.18	140,000	-----	-----	-----	340,000	22,021	906
-----	-----	-----	-----	-----	20,000	8,000	909
-----	-----	-----	-----	-----	-----	-----	470
69.05	2,900,000	-----	-----	-----	4,200,000	46,358	910
49.23	5,163,931	467,783	-----	264,855	11,980,299	88,253	912
-----	-----	-----	-----	-----	-----	-----	-----
60.60	600,000	-----	-----	-----	990,161	282,097	913
17.18	9,000	-----	-----	-----	52,380	20,952	914
66.95	6,697,000	-----	-----	1,082,318	11,619,318	43,743	916
54.30	23,200,000	-----	-----	1,742,831	45,942,831	(7)	917
-----	-----	-----	-----	-----	67,500	15,237	918
42.46	7,401,500	901,000	-----	-----	19,550,029	98,568	919

¹ See page 290, note 1.

⁴ See page 290, note 6.

² See page 290, note 2.

⁵ See page 290, note 7.

⁷ See page 290, note 12.

³ See page 290, note 4.

⁶ See page 290, note 8.

GROUP III.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Propor- tion to total railway capital. 100×Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Pennsylvania Co.—Continued.					
920	Erie & Pittsb. R. R.	1,998,400	23,658	37.05	3,395,000	40,192
921	Indpls. & Vinc. R. R.	1,402,000	10,533	31.14	3,100,850	23,295
923	Pittsb., Ft. Way. & Chic. Ry.	38,597,686	82,142	75.67	12,410,000	26,410
924	Massillon & Clev. R. R.	200,000	16,353	84.39	37,000	3,025
925	New Castle & Beaver Vy. R. R.	700,000	46,729	100.00		
926	Pittsb., Ohio Vy. & Cin. R. R.	300,000	19,646	50.00	300,000	19,646
927	Pittsb., Youngst. & Ashtab. R. R.	3,033,342	24,249	49.76	3,062,000	24,479
928	Roch., Beaver Falls & Wn. Ry.	75,000	¹ 136,364	100.00		
929	S. Chic. & Sn. R. R.	150,500	14,682	100.00		
930	State Line & Ind. Cy. Ry.	90,000	11,905	100.00		
932	Tol., Walh. Vy. & Ohio R. R.	2,500,000	19,936	49.92	2,508,000	20,000
933	Rolling Mill R. R.	40,000	² 56,338	100.00		
934	Cin. & Musking. Vy. Ry.	3,997,320	26,927	72.72	1,500,000	10,104
935	Clev. & Mari. Ry.	2,000,000	20,619	61.54	1,250,000	12,886
936	Gr. Rap. & Ind. R. R.	4,986,081	11,428	25.24	14,768,667	33,848
937	Cin., Rich. & Ft. Way. R. R.	1,709,313	19,969	48.71	1,800,000	21,028
938	Musk., Gr. Rap. & Ind. R. R.	1,000	27	.13	750,000	20,353
939	Traverse Cy. R. R.	205,000	7,885	31.78	440,000	16,923
940	Pittsb., Cin., Chic. & St. L. Ry.	47,698,601	44,421	49.54	48,583,810	45,246
941	Chartiers Ry.	645,300	28,352	56.34	500,000	21,968
942	Chartiers Con. R. R.	21,600	³ 30,000	100.00		
943	Englewood Con. Ry.	99,200	42,213	100.00		
944	Little Miami R. R.	4,943,100	48,700	69.06	2,214,000	21,813
945	Cols. & Xenia R. R.	1,786,200	32,476	85.54	302,000	5,491
946	Day. & Wn. R. R.	309,276	8,138	38.45	495,000	13,029
947	Ohio Con. Ry.	660,000	201,834	100.00		
948	Pittsb., Wheel. & Ky. R. R.	501,226	17,875	60.48	327,500	11,680
950	Newpt. & Cin. Brg. Co.	1,500,000	⁴ 2,054,794	57.69	1,100,000	⁴ 1,506,849
951	Pittsb., Chartiers & Youghy. Ry.	700,000	44,473	50.44	688,000	43,710
952	Pittsb. & Castle Shan. R. R.	481,400	74,062	70.65	⁵ 200,000	30,769
953	Pittsb. & Moon Run R. R.	100,000	20,000	50.00	100,000	20,000
954	Pittsb. Jctn. R. R.	1,940,000	282,387	52.72	1,740,000	253,275
955	Pittsb., Lisbon & Wn. Ry. ⁶	105,123	4,205	50.00	105,123	4,205
950	Pittsb., Marion & Chic. Ry. ⁷					
956	Pittsb., Shen. & L. Erie R. R.	4,800,000	31,692	52.44	⁸ 4,354,658	28,751
957	Meadv., Conneaut L. & Linesv. R. R.	200,000	8,368	50.00	200,000	8,368
958	Pontiac, Oxf. & Nn. R. R.	1,000,000	9,941	93.02	75,000	745
959	Sag., Tusc. & Huron R. R.	123,300	1,852	100.00		
960	St. Clairsv. & Nn. Ry.	5,000	1,389	100.00		
962	Salem R. R.				125,000	18,064
963	S. Hav. & En. R. R.	218,500	5,978	49.49	223,000	6,093
964	T. Haute & Indpls. R. R.	1,988,150	18,781	44.30	2,500,000	23,616
965	Ind. & L. Mich. Ry.	800,000	20,361	62.50	480,000	12,217
966	T. Haute & Loganspt. R. R.	500,000	3,131	25.00	1,500,000	9,393
967	Tionesta Vy. Ry.	350,000	5,600	100.00		
968	Tionesta Vy. & Hickory Ry.	33,000	6,600	100.00		
969	Tionesta Vy. & Salmon Ck. Ry.	25,000	4,167	100.00		
970	Tol. & Ohio Cent. Ry.	10,208,000	30,483	58.10	7,363,207	21,988
971	Kanawha & Mich. Ry. ⁹ [Line north of Ohio Riv.]	4,217,235	60,987	80.20	1,041,235	15,058
972	Tol. & Ohio Cent. Ex. R. R.	2,100,000	42,857	49.78	2,118,803	43,241
969	Tol., Ann. Arb. & N. Mich. Ry. ¹⁰					
973	Tol., St. L. & Kans. Cy. R. R. ¹¹ [Line in Indiana and Ohio.]	10,263,196	37,839	63.04	6,017,705	22,187

¹ Road is .55 mile long; figures are on basis of 1 mile.² Road is .71 mile long; figures are on basis of 1 mile.³ Road is .72 mile long; figures are on basis of 1 mile.⁴ Road is .73 mile long; figures are on basis of 1 mile.⁵ Excludes \$18,725, apportioned "to other properties."⁶ Report for two months ending June 30, 1896. Reorganization of Pittsb., Marion & Chic. Ry.⁷ Report of Receiver for ten months ending April 30, 1895. Reorganized as Pittsb., Lisbon & Wn. Ry.⁸ Includes \$87,382, deferred payments—interest on equipment trust obligations.⁹ See page 336, No. 971, for totals covering entire road.¹⁰ Report of Receiver for four months ending October 31, 1895. Reorganized as Ann Arbor R. R.¹¹ See page 336, No. 973, for totals covering entire road.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100× Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
62.95	3,395,000	.....	.....	.....	5,393,400	63,850	920
68.86	3,100,850	.....	.....	.....	4,502,850	33,828	921
24.33	12,410,000	.....	.....	.....	51,007,686	108,552	923
15.61	37,000	.....	.....	.....	237,000	19,378	924
		.....	.....	.....	700,000	46,729	925
50.00	300,000	.....	.....	.....	600,000	39,292	926
50.24	3,062,000	.....	.....	.....	6,095,342	48,728	927
		.....	.....	.....	75,000	¹ 136,364	928
		.....	.....	.....	150,500	14,682	929
		.....	.....	.....	90,000	11,905	930
50.08	2,508,000	.....	.....	.....	5,008,000	39,936	932
		.....	.....	.....	40,000	² 56,338	933
27.28	1,500,000	.....	.....	.....	5,497,320	37,031	934
38.46	1,250,000	.....	.....	.....	3,250,000	33,505	935
74.76	14,498,400	.....	.....	270,267	19,754,748	45,276	936
51.29	1,800,000	.....	.....	.....	3,509,313	40,997	937
99.87	750,000	.....	.....	.....	751,000	20,380	938
68.22	250,000	.....	190,000	.....	645,000	24,808	939
50.46	48,435,000	.....	.....	148,810	96,282,411	89,667	940
43.66	500,000	.....	.....	.....	1,145,300	50,320	941
		.....	.....	.....	21,600	³ 30,000	942
		.....	.....	.....	99,200	42,213	943
30.94	2,214,000	.....	.....	.....	7,157,100	70,513	944
14.46	302,000	.....	.....	.....	2,088,200	37,967	945
61.55	495,000	.....	.....	.....	804,276	21,167	946
		.....	.....	.....	660,000	201,834	947
39.52	327,500	.....	.....	.....	828,726	29,555	948
42.31	1,100,000	.....	.....	.....	2,600,000	⁴ 3,561,643	950
49.56	688,000	.....	.....	.....	1,388,000	88,183	951
29.35	200,000	.....	.....	.....	⁵ 681,400	104,831	952
50.00	100,000	.....	.....	.....	200,000	40,000	953
47.28	1,740,000	.....	.....	.....	3,680,000	535,662	954
50.00	105,123	.....	.....	.....	210,246	8,410	955
		.....	.....	.....			950
47.56	3,885,000	.....	.....	469,658	⁶ 9,154,658	60,443	956
50.00	200,000	.....	.....	.....	400,000	16,736	957
							
6.98	75,000	.....	.....	.....	1,075,000	10,686	958
		.....	.....	.....	123,300	1,852	959
		.....	.....	.....	5,000	1,389	960
100.00	125,000	.....	.....	.....	125,000	18,064	962
50.51	216,000	7,000	.....	.....	441,500	12,071	963
55.70	2,500,000	.....	.....	.....	4,488,150	42,397	964
37.50	480,000	.....	.....	.....	1,280,000	32,578	965
75.00	1,500,000	.....	.....	.....	2,000,000	12,524	966
		.....	.....	.....	350,000	5,600	967
		.....	.....	.....	33,000	6,600	968
		.....	.....	.....	25,000	4,167	969
41.90	7,000,000	.....	.....	363,207	17,571,207	52,471	970
19.80	1,041,235	.....	.....	.....	5,258,470	76,045	971
							
50.22	2,100,000	.....	.....	18,803	4,218,803	86,098	972
		.....	.....	.....			969
36.96	5,415,935	601,770	.....	.....	16,280,901	60,026	973

¹ See page 292, note 1.
³ See page 292, note 3.
⁵ See page 292, note 5.

² See page 292, note 2.
⁴ See page 292, note 4.
⁶ See page 292, note 8.

GROUP III.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

	1	2	3	4	5	6
No.	Abbreviated name of road.	STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Proportion to total railway capital. $\frac{100 \times \text{Col. 2}}{\text{Col. 12}}$	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>
974	Tol. S. En. Ry. ¹	630	504	100.00		
978	Wabash R. R. ²	16,379,674	32,622	40.42	24,149,493	³ 48,097
	[Line east of Danville, Ill.]					
980	Eel Riv. R. R.	3,000,000	31,847	100.00		
981	Lafayette Un. Ry.	150,000	23,077	100.00		
982	Peru & Det. Ry.	1,900	204	2.07	90,000	9,677
983	Wheel. & L. Erie Ry.	14,500,000	59,725	63.74	8,249,727	33,980
985	Tol. Belt Ry.	300,000	71,429	52.08	276,000	65,714
986	Zanesv. & Ohio Riv. Ry.	2,000,000	26,106	48.63	2,113,034	37,582

¹ Report for period, August 12, 1895 to June 30, 1896.² See page 336, No. 978, for totals covering entire road.³ On basis of 1,695.20 miles, which includes 101.20 miles of Boone Co. & Boonv. Ry. and Bruns. & Chillicothe and St. L., Coun. Bluffs & Om. R. Rs.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
					630	504	974
59.58	24,149,493				40,529,167	¹ 80,719	978
					3,000,000	31,847	980
					150,000	23,077	981
97.93	90,000				91,900	9,881	982
36.26	7,724,000			525,727	22,749,727	93,705	983
47.92	276,000				576,000	137,143	985
51.37	2,000,000			113,034	4,113,034	63,688	986

¹ See page 294, note 3.

GROUP IV.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1	2	3	4	5	6
	Abbreviated name of road.	STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Propor- tion to total railway capital. 100×Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
	<i>Dollars.</i> 265, 821, 427	<i>Dollars.</i> 24, 935	<i>Per cent.</i> 52. 14	<i>Dollars.</i> 244, 052, 762	<i>Dollars.</i> 22, 893	
987	Aberd. & Rockfish R. R.....	62, 446	4, 029	100. 00		
988	Aberd. & W. End R. R.....	150, 000	3, 704	75. 00	50, 000	1, 235
990	Atl. & Danv. Ry.....	5, 279, 000	19, 081	81. 00	1, 238, 000	4, 475
991	Atl. & N. Car. R. R.....	1, 797, 200	18, 918	84. 69	325, 000	3, 421
992	Atl. Coast Line Assn.....	9, 327, 500	7, 751	36. 90	15, 950, 525	13, 255
1001	Wilm. & Weldon R. R.: ¹					
1002	Wilm., Col. & Aug. R. R.....	960, 000	3, 894	34. 78	1, 800, 000	7, 302
1005	Col., Newb. & Laurens R. R.....	500, 000	6, 667	39. 90	753, 068	10, 041
171	Balt. & Ohio R. R.: ²					
1007	Winch. & Pot. R. R.....	180, 000	5, 625	43. 66	232, 250	7, 288
1008	Winch. & Strasb. R. R.....	600, 000	29, 441	100. 00		
1009	W. Va. & Pittsb. R. R.....	3, 400, 000	21, 522	45. 58	4, 058, 100	25, 688
1012	Blue Ridge R. R. ³					
1017	Caldwell & Nn. R. R.....	70, 000	6, 603	100. 00		
1019	Cape Fear & Yad. Vy. Ry.....	1, 972, 900	5, 956	28. 61	4, 922, 700	14, 861
1020	S. Car. Pac. Ry.....	100, 000	9, 524	48. 87	104, 600	9, 962
1022	Car., Knoxv. & Wn. Ry.....	200, 000	13, 333	50. 00	200, 000	13, 333
1023	Carthage R. R.....	16, 050	1, 605	100. 00		
1025	Charleston, Clendennin & Sutton R. R.	1, 867, 300	36, 758	55. 45	1, 500, 000	29, 528
1027	Ches. & Ohio Ry. ⁴	43, 505, 604	48, 610	48. 31	⁵ 46, 549, 624	52, 012
	[Line east of Huntington, W. Va.]					
1029	Chester & Lenoir N. G. R. R.....	348, 500	3, 509	49. 65	353, 333	3, 558
1032	Dry Fork R. R.....	51, 000	1, 700	33. 77	100, 000	3, 333
1033	E. Shore Term. Co.....	1, 120, 000	223, 108	46. 28	1, 300, 000	258, 964
1034	Farmv. & Powhatan R. R.....	960, 850	10, 332	53. 95	820, 000	8, 817
1035	Georget. & Wn. R. R.....	400, 000	11, 111	66. 67	200, 000	5, 556
1036	Glendon & Gulf R. R.....	300, 000	30, 000	100. 00		
1037	Glenn Spgs. R. R.....	6, 600	660	41. 36	9, 359	936
1038	Greenwood, Anderson & Wn. Ry. ⁶					
1039	Car. Midl. Ry. ⁷	540, 000	9, 818	44. 15	683, 000	12, 418
1041	Hendersonv. & Brevard Ry. ⁸	197, 000	9, 120	56. 77	150, 000	6, 944
1051	Moore Co. R. R.....	38, 950	3, 116	100. 00		
1054	Norf. & Sn. R. R.....	2, 000, 000	18, 720	72. 73	750, 000	7, 020
912	Norf. & Wn. R. R. ⁹	53, 416, 270	44, 816	50. 78	51, 772, 960	43, 437
	[Line south of Ohio Riv.]					
1055	Lynchb. & Durham R. R.....	1, 876, 350	16, 303	48. 26	2, 012, 000	17, 482
1056	Roanoke & Sn. Ry.....	2, 396, 450	19, 312	53. 10	2, 116, 000	17, 052
1058	Northamp. & Hertf. R. R.....	25, 000	2, 778	100. 00		
1059	Ohio Riv. R. R.....	5, 915, 400	28, 349	54. 00	5, 039, 402	24, 151
1060	Huntington & Big Sandy R. R....	71, 000	7, 753	19. 14	300, 000	32, 760
1061	Ravenswood, Spencer & Glenv. Ry.	86, 500	2, 662	20. 23	341, 000	10, 493
1062	Ohio Riv. & Charleston Ry.....	6, 185, 500	¹⁰ 29, 938	100. 00		
1064	Pennsb. & Har. Ritchie Co. Ry.....	9, 900	1, 100	41. 42	14, 000	1, 556
1066	Port Roy. & Aug. Ry.....	750, 000	6, 690	28. 33	1, 897, 534	16, 927
1067	Port Roy. & Wn. Car. Ry.....	1, 418, 000	6, 241	36. 19	2, 500, 000	11, 004
1069	Pot., Fredsb. & Piedmont R. R.....	460, 000	12, 105	59. 10	318, 205	8, 374
1070	Powellton & Pocahontas Ry. ¹¹	1, 300	166	100. 00		
1071	Ral. & Wn. Ry.: ¹²					
1072	Egypt Ry.....	125, 000	15, 625	53. 65	108, 000	13, 500
1074	Rich., Fredsb. & Pot. R. R.....	2, 751, 250	33, 515	71. 79	1, 081, 132	13, 170
1075	Potomac R. R.....	101, 000	59, 412	44. 90	121, 712	71, 595
1076	Rich., Fredsb. & Pot. & Rich. & Petersb. R. R. Con. Co.	200, 000	160, 000	100. 00		

¹ Files no report; inserted to show relation of road following.² Inserted to show relation of three roads following.³ Report of Receiver; no stock or bonds reported.⁴ See page 336, No. 1027, for totals covering entire road.⁵ Excludes group portion of \$251,000, apportioned "to other properties."⁶ Report for period, January 15 to June 30, 1896. Organized for the purpose of operating the Car. Midl. Ry.; no capital reported.⁷ Report for period, July 1, 1895 to January 14, 1896.⁸ Report for eight months ending June 30, 1896.⁹ See page 336, No. 912, for totals covering entire road.¹⁰ On basis of 206.61 miles, which excludes line in process of construction.¹¹ Report of lessee; road owned by Mount Carbon Co., Limited.¹² Report not filed; inserted to show relation of road following.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
47.86	222,822,551	7,677,217	9,676,768	3,876,226	509,874,189	47,828	
25.00	50,000				62,446	4,029	987
19.00	1,238,000				200,000	4,939	988
15.31	325,000				6,517,000	23,556	990
63.10	13,070,525	2,880,000			2,122,200	22,339	991
					25,278,025	21,006	992
65.22	1,800,000						1001
60.10	706,000		47,068		2,760,000	11,196	1002
					1,253,068	16,708	1005
56.34	232,250						171
					412,250	12,913	1007
54.42	4,000,000			58,100	600,000	29,441	1008
					7,458,100	47,210	1009
							1012
71.39	3,054,000		1,868,700		70,000	6,603	1017
51.13	104,600				6,895,600	20,817	1019
50.00	200,000				204,600	19,486	1020
					400,000	26,666	1022
					16,050	1,605	1023
44.55	1,500,000				3,367,300	66,286	1025
51.69	46,537,410			12,214	¹ 90,055,228	100,622	1027
50.85	350,000			3,333	701,833	7,067	1029
66.23	100,000				151,000	5,033	1032
53.72	1,300,000				2,420,000	482,072	1033
46.05	320,000		500,000		1,780,850	19,149	1034
33.33	200,000				600,000	16,667	1035
					300,000	30,000	1036
58.64	8,500			859	15,959	1,596	1037
							1038
55.85	683,000				1,223,000	22,236	1039
43.23	150,000				347,000	16,064	1041
					38,950	3,116	1051
27.27	750,000				2,750,000	25,740	1054
49.22	45,340,269	4,107,217		2,325,474	105,189,230	88,253	912
51.74	2,012,000				3,888,350	33,785	1055
46.90	2,041,000			75,000	4,512,450	36,364	1056
					25,000	2,778	1058
46.00	4,873,000			166,402	10,954,802	52,500	1059
80.86	300,000				371,000	40,513	1060
79.77	341,000				427,500	13,155	1061
					6,185,500	² 29,938	1062
58.58	14,000				23,900	2,656	1064
71.67	362,000		1,500,000	35,534	2,647,534	23,617	1066
63.81	2,500,000				3,918,000	17,245	1067
40.90	318,205				778,205	20,479	1069
					1,300	166	1070
							1071
46.35	108,000				233,000	29,125	1072
28.21	1,081,132				3,832,382	46,685	1074
55.10	121,712				222,712	131,007	1075
					200,000	160,000	1076

¹ See page 296, note 5.

² See page 296, note 10.

GROUP IV.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Propor- tion to total railway capital. 100×Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1077	Ripley & Mill Ck. Vy. Ry	30,775	2,369	38.10	50,000	3,846
1303	Sav., Fla. & Wn. Ry.: ¹					
1082	Charleston & Sav. Ry.	500,000	4,873	12.58	3,477,000	33,890
1083	Ashley Riv. R. R.	60,200	7,649	64.25	33,500	4,257
1084	Green Pond, Walterb. & Branchv. Ry.	80,200	6,683	84.24	15,000	1,250
1085	Seaboard & Roanoke R. R.	1,388,400	17,077	28.37	3,506,333	43,127
1087	Roanoke & Tar Riv. R. R.	5,150	159	1.94	260,000	8,050
1088	Car. Cent. R. R.	1,200,000	4,535	18.89	5,152,000	19,479
1089	Wilm. Ry. Brg. Co.	40,000	16,667	16.33	205,000	85,417
1090	Ral. & Gaston R. R.	1,500,000	15,464	54.97	1,228,833	12,668
1092	Durham & Nn. Ry.	290,100	6,874	65.91	150,000	3,555
1093	Ga., Car. & Nn. Ry.	535,400	2,011	9.08	5,360,000	20,135
1094	Seaboard Air Line Belt R. R. ...	50,000	6,173	7.69	600,000	74,075
1095	Ral. & Aug. Air Line R. R.	873,600	8,195	42.05	1,203,833	11,293
1098	S. Atl. & Ohio R. R.	1,110,000	15,837	36.19	1,957,260	27,925
1099	S. Car. & Ga. R. R.	5,000,000	20,422	48.32	5,348,000	21,843
1100	Southern Ry. ²	73,957,273	52,490	68.56	33,911,734	24,068
	[Line in Virginia and the Carolinas.]					
1101	Ashv. & Spartanb. R. R.	1,050,000	7,871	51.23	1,000,000	7,496
1102	Atlanta & Charl. Air Line Ry.	1,700,000	6,343	23.61	5,500,000	20,519
1103	North Carolina R. R.	4,000,000	17,921	100.00	-----	-----
1104	Rich. & Mecklenb. R. R.	357,900	11,379	42.97	475,000	15,176
1105	State Univ. R. R. ³	31,300	3,069	100.00	-----	-----
1106	Va. Midl. Ry.	6,006,144	16,207	32.45	12,500,000	33,730
1107	Frank. & Pittsylv. R. R.	200,000	6,667	66.67	100,000	3,333
1108	Danv. & Wn. Ry.	368,600	4,915	25.95	1,052,000	14,027
1109	Danv., Mocksv. & S. Wn. R. R. ...	50,300	6,287	100.00	-----	-----
1103	Laurens Ry. ⁴	-----	-----	-----	-----	-----
1110	Suffolk & Car. Ry.	400,000	10,256	74.07	140,000	3,590
970	Tol. & Ohio Cent. Ry.: ⁵					
971	Kanawha & Mich. Ry. ⁶	5,782,765	60,987	80.20	1,427,765	15,058
	[Line south of Ohio Riv.]					
1112	Valley R. R. (of Va.)	⁷ 2,712,200	44,462	78.34	⁷ 750,000	12,295
1113	Warrenton R. R.	12,300	4,100	60.59	8,000	2,667
1114	Wash., Alex. & Mt. Vern. Ry. ⁸	500,000	25,641	45.45	600,000	30,769
1116	W. Va. Cent. & Pittsb. Ry.	⁹ 89,000	727	2.88	3,000,000	24,510
1117	Piedmont & Cumb. Ry.	650,000	22,237	50.00	650,000	22,237
1118	W. Va. Nn. R. R.	50,000	4,762	50.00	50,000	4,762
1119	W. Va. Sn. Ry.	500,000	62,500	100.00	-----	-----
1120	Wheel. Brg. & Term. Ry.	1,500,000	161,812	30.00	3,500,000	377,562
1121	Wilm., Newbern & Norf. Ry.	1,200,000	13,754	51.06	1,150,000	13,181
1122	Wilm. Sea Coast R. R.	150,000	12,701	88.23	20,000	1,693
1123	Winifrede R. R.	150,000	20,188	100.00	-----	-----

¹ Inserted to show relation of three roads following.² See page 336, No. 1100, for totals covering entire road.³ Report for ten months ending June 30, 1896.⁴ Report of Receiver for six months ending December 31, 1895; 11.50 miles sold to Col., Newb. & Laurens R. R., and 18.40 miles abandoned.⁵ Inserted to show relation of road following.⁶ See page 336, No. 971, for totals covering entire road.⁷ Covers 113 miles; 61 miles completed and in operation.⁸ Report for period, May 24 to June 30, 1896.⁹ Excludes \$5,911,000, apportioned "to other properties."

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
61.90	50,000	.....	.....	.....	80,775	6,215	1077
		.....		.....			1303
87.42	1,477,000	.....	2,000,000	.....	3,977,000	38,763	1082
35.75	33,500	.....	.....	.....	93,700	11,906	1083
15.76	15,000	.....	.....	.....	95,200	7,933	1084
71.63	2,500,000	690,000	.....	316,333	4,894,733	60,204	1085
98.06	260,000	.....	.....	.....	265,150	8,209	1087
81.11	2,152,000	.....	3,000,000	.....	6,352,000	24,014	1088
83.67	205,000	.....	.....	.....	245,000	102,084	1089
45.03	1,000,000	.....	.....	228,833	2,728,833	28,132	1090
34.09	150,000	.....	.....	.....	440,100	10,429	1092
90.92	5,360,000	.....	.....	.....	5,895,400	22,146	1093
92.31	600,000	.....	.....	.....	650,000	80,248	1094
57.95	1,000,000	.....	.....	203,833	2,077,433	19,488	1095
63.81	1,850,000	.....	.....	107,260	3,067,260	43,762	1098
51.68	5,250,000	.....	.....	98,000	10,348,000	42,265	1099
31.44	33,666,683	.....	.....	245,051	107,869,007	76,558	1100
48.77	1,000,000	.....	.....	.....	2,050,000	15,367	1101
76.39	4,750,000	.....	750,000	.....	7,200,000	26,862	1102
		.....	.....	.....	4,000,000	17,921	1103
57.03	475,000	.....	.....	.....	832,900	26,555	1104
		.....	.....	.....	31,300	3,069	1105
67.55	12,489,000	.....	11,000	.....	18,506,144	49,937	1106
33.33	100,000	.....	.....	.....	300,000	10,000	1107
74.05	1,052,000	.....	.....	.....	1,420,600	18,942	1108
		.....	.....	.....	50,300	6,287	1109
		.....	.....	.....	.....	.....	1103
25.93	140,000	.....	.....	.....	540,000	13,846	1110
19.80	1,427,765	.....	.....	.....	7,210,530	76,045	970
		.....	.....	.....			971
21.66	750,000	.....	.....	.....	¹ 3,462,200	56,757	1112
39.41	8,000	.....	.....	.....	20,300	6,767	1113
54.55	600,000	.....	.....	.....	1,100,000	56,410	1114
97.12	3,000,000	.....	.....	.....	² 3,089,000	25,237	1116
50.00	650,000	.....	.....	.....	1,300,000	44,474	1117
50.00	50,000	.....	.....	.....	100,000	9,524	1118
		.....	.....	.....	500,000	62,500	1119
70.00	3,500,000	.....	.....	.....	5,000,000	539,374	1120
48.94	1,150,000	.....	.....	.....	2,350,000	26,935	1121
11.77	20,000	.....	.....	.....	170,000	14,394	1122
		.....	.....	.....	150,000	20,188	1123

¹ See page 298, note 7.

² See page 298, note 9.

GROUP V.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Proportion to total railway capital. 100×Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
	Total—Group V.....	Dollars. 388,853,124	Dollars. 19,605	Per cent. 45.75	Dollars. 461,154,589	Dollars. 23,251
1125	Ala. & Vicksb. Ry.....	700,000	4,882	23.73	2,250,800	15,697
1126	Alb. & Nn. Ry. ¹	350,000	10,000	46.21	407,362	11,642
1129	Ashl. Coal & Iron Ry.....	1,494,500	67,747	85.97	244,000	11,061
1130	Atlanta & W. Pt. R. R.....	1,232,200	14,378	50.00	1,232,200	14,378
1133	Atl., Suwannee Riv. & Gulf Ry.....	250,000	10,000	55.56	200,000	8,000
1134	Aug. & Summerv. R. R.....	200,000	100,000	100.00	.....	.....
1135	Aug. Sn. R. R.....	750,000	8,929	100.00	.....	.....
1136	Beattyv. & Cumb. Gap R. R.....	160,000	20,000	50.00	160,000	20,000
1138	Birm. & Atl. R. R.....	1,000,000	30,395	71.43	400,000	12,158
1139	Birm., Selma & N. O. Ry.....	200,000	9,524	100.00	.....	.....
1134	Birm., Sheff. & Tenn. Riv. Ry. ².....	.....	.....	.....	.....	.....
1140	Blue Ridge & Atl. R. R.....	400,000	19,139	57.14	300,000	14,354
1142	Bowden Lithia Spgs. S. Line R. R.....	10,000	4,000	100.00	.....	.....
1146	Bristol, Elizabethton & N. Car. Ry. ³.....	.....	.....	.....	.....	.....
1148	Burnside & Cumb. Riv. Ry.....	15,000	10,000	50.00	15,000	10,000
1149	Carrab., Tallah. & Ga. R. R.....	1,000,000	20,000	66.67	500,000	10,000
1151	Cent. of Ga. Ry. ⁴	5,000,000	4,452	9.96	45,220,000	40,263
1152	Athens Belt Line R. R.....	15,000	⁵ 23,810	66.67	7,500	⁵ 11,905
1153	Aug. & Sav. R. R.....	1,022,900	19,224	100.00	.....	.....
1154	S. Wn. R. R. (of Ga.).....	5,191,100	15,589	100.00	.....	.....
1147	Mobile & Girard R. R. ⁶.....	.....	.....	.....	.....	.....
1148	Montg. & Eufaula Ry. ⁷.....	.....	.....	.....	.....	.....
1149	Sav. & Atl. R. R. ⁷.....	.....	.....	.....	.....	.....
1150	Sav. & Wn. R. R. ⁸.....	.....	.....	.....	.....	.....
1145	Cent. R. R. & Bkg. Co. of Ga. ⁹.....	.....	.....	.....	.....	.....
1157	Chatt., Rome & Cols. R. R. ¹⁰.....	.....	.....	.....	.....	.....
1158	Chatt. Sn. R. R. ¹¹	3,000,000	32,740	100.00	.....	.....
1155	Chatt. Sn. Ry. ¹².....	.....	.....	.....	.....	.....
1159	Ches. & Nashv. Ry.....	¹³ 310,000	8,643	100.00	.....	.....
1027	Ches. & Ohio Ry. ¹⁴ [Line west of Huntington, W. Va.]	17,047,096	48,610	48.31	¹⁵ 18,239,855	52,012
1161	Ches., Ohio & S. Wn. R. R.....	9,726,600	27,702	46.27	11,295,841	32,171
1162	Hodgenv. & Elizabetht. Ry.....	123,500	11,126	45.16	150,000	13,514
1163	Owensboro, Falls of Rough & Green Riv. R. R.....	754,400	17,894	53.00	668,864	15,865
1164	Padu. Un. Depot Co.....	100,000	¹⁶ 142,857	50.00	100,000	¹⁶ 142,857
1165	S. Route Ry. Tr. Co.....	500,000	328,947	50.00	500,000	328,947
1166	Troy & Tiptonv. R. R.....	46,000	10,000	50.00	46,000	10,000
1167	Chickamauga & Durham R. R.....	.....	.....	.....	407,000	23,472
1169	Cin., N. O. & Tex. Pac. Ry.....	3,000,000	¹⁷ 8,931	92.53	242,340	¹⁷ 721
1170	Cin. Sn. Ry.....	(¹⁸)	.....	.....	¹⁹ 18,616,000	55,418
1173	Cols. Sn. Ry.....	1,305,000	14,867	54.55	1,087,500	12,389
1174	Cov., Flemingsb. & Ashl. Ry.....	.....	.....	.....	.....	.....
1177	Darien & Wn. R. R.....	200,000	9,523	74.35	69,000	3,286
1180	Dover & Statesboro R. R.....	100,000	10,000	62.50	60,000	6,000
1182	E. & W. R. R.....	1,500,000	12,853	100.00	.....	.....

¹ Report for ten months ending June 30, 1896. Reorganization of Alb., Fla. & Nn. Ry.² Report of Receiver for five months ending November 30, 1895. Reorganized as Nn. Ala. Ry.³ Reorganization incomplete; reports no capital.⁴ Report for eight months ending June 30, 1896. Reorganization of Cent. R. R. & Bkg. Co. of Ga.⁵ Road is .63 mile long; figures on basis of 1 mile.⁶ Report of Receivers for period, July 1, 1895 to March 14, 1896. Merged in Cent. of Ga. Ry.⁷ Report of Receivers for seven months ending January 31, 1896. Merged in Cent. of Ga. Ry.⁸ Report of Receivers for four months ending October 31, 1895. Merged in Cent. of Ga. Ry.⁹ Report of Receiver for four months ending October 31, 1895. Reorganized as Cent. of Ga. Ry.¹⁰ Report of Receiver; no stock or bonds reported.¹¹ Report for period, May 11 to June 30, 1896. Reorganization of Chatt. Sn. Ry.¹² Report of Receiver for period, July 1, 1895 to May 10, 1896. Reorganized as Chatt. Sn. R. R.¹³ Represents price paid for road at foreclosure sale; no capital stock issued.¹⁴ See page 336, No. 1027, for totals covering entire road.¹⁵ Excludes group portion of \$251,200, apportioned "to other properties."¹⁶ Road is .70 mile long; figures are on basis of 1 mile.¹⁷ On basis of 335.92 miles operated, exclusive of "trackage rights;" no mileage owned.¹⁸ Road built and owned by city of Cincinnati.¹⁹ Municipal bonds.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
54.25	398,013,828	21,837,546	37,413,340	3,889,875	850,007,713	42,856	
76.27	2,250,800	.....	.....	.....	2,950,800	20,579	1125
53.79	400,000	.....	.....	7,362	757,362	21,642	1126
14.03	244,000	.....	.....	.....	1,738,500	78,808	1129
50.00	.....	1,232,200	.....	.....	2,464,400	28,756	1130
44.44	200,000	.....	.....	.....	450,000	18,000	1133
.....	.....	.....	.....	.....	200,000	100,000	1134
.....	.....	.....	.....	.....	750,000	8,929	1135
50.00	160,000	.....	.....	.....	320,000	40,000	1136
28.57	400,000	.....	.....	.....	1,400,000	42,553	1138
.....	.....	.....	.....	.....	200,000	9,524	1139
.....	.....	.....	.....	.....	.....	.....	1134
42.86	300,000	.....	.....	.....	700,000	33,493	1140
.....	.....	.....	.....	.....	10,000	4,000	1142
.....	.....	.....	.....	.....	.....	.....	1146
50.00	15,000	.....	.....	.....	30,000	20,000	1148
33.33	500,000	.....	.....	.....	1,500,000	30,000	1149
90.04	25,340,000	4,880,000	15,000,000	.....	50,220,000	44,715	1151
33.33	7,500	.....	.....	.....	22,500	1 35,715	1152
.....	.....	.....	.....	.....	1,022,900	19,224	1153
.....	.....	.....	.....	.....	5,191,100	15,589	1154
.....	.....	.....	.....	.....	.....	.....	1147
.....	.....	.....	.....	.....	.....	.....	1148
.....	.....	.....	.....	.....	.....	.....	1149
.....	.....	.....	.....	.....	.....	.....	1150
.....	.....	.....	.....	.....	.....	.....	1145
.....	.....	.....	.....	.....	.....	.....	1157
.....	.....	.....	.....	.....	3,000,000	32,740	1158
.....	.....	.....	.....	.....	.....	.....	1155
.....	.....	.....	.....	.....	² 310,000	8,643	1159
51.69	18,235,069	.....	.....	4,786	³ 35,286,951	100,622	1027
.....							
53.73	10,541,000	.....	.....	754,841	21,022,441	59,873	1161
54.84	150,000	.....	.....	.....	273,500	24,640	1162
47.00	668,864	.....	.....	.....	1,423,264	33,759	1163
.....							
50.00	100,000	.....	.....	.....	200,000	⁴ 285,714	1164
50.00	500,000	.....	.....	.....	1,000,000	657,894	1165
50.00	46,000	.....	.....	.....	92,000	20,000	1166
100.00	407,000	.....	.....	.....	407,000	23,472	1167
7.47	.....	.....	.....	242,340	3,242,340	⁵ 9,652	1169
100.00	18,616,000	.....	.....	.....	⁶ 18,616,000	55,418	1170
45.45	1,087,500	.....	.....	.....	2,392,500	27,256	1173
.....	.....	.....	.....	.....	.....	.....	1174
25.65	60,000	.....	9,000	.....	269,000	12,809	1177
37.50	60,000	.....	.....	.....	160,000	16,000	1180
.....	.....	.....	.....	.....	1,500,000	12,853	1182

¹ See page 300, note 5.

⁴ See page 300, note 16.

² See page 300, note 13.

⁵ See page 300, note 17.

³ See page 300, note 15.

⁶ See page 300, note 19.

302 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP V.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2			3		4		5		6	
		STOCKS.			FUNDED DEBT.							
		Amount out- standing.	Amount per mile of line.	Proportion to total railway capital. 100÷Col. 2 Col. 12	Amount out- standing.	Amount per mile of line.						
		Dollars.	Dollars.	Per cent.	Dollars.	Dollars.						
1184	E. Tenn. & Wn. N. Car. R. R.....	501,900	16,190	66.75	250,000	8,064						
1185	En. Ky. Ry	¹ 2,627,300	72,980	100.00								
1189	Fla. Cent. & Penin. R. R.....	24,500,000	26,043	75.54	7,935,589	8,435						
1190	Fla. E. Coast Ry	200,000	485	100.00								
1193	Ft. White & Sn. Ry. ²											
1196	Gainesv. & Gulf Ry.....	70,000	2,800	66.04	36,000	1,440						
1197	Georgia R. R.....				³ 86,489	⁴ 285						
1198	Ga. R. R. & Bkg. Co.....	4,200,000	13,861	62.69	2,500,000	8,251						
1199	Gainesv., Jeff. & Sn. R. R.....	260,338	4,005	41.96	360,000	5,538						
1200	Un. Pt. & White Plains R. R.....	32,500	2,708	27.90	84,000	7,000						
1201	Wn. Ry. of Ala.....	3,000,000	22,726	66.04	1,543,000	11,689						
1202	Ga. & Ala. Ry. ⁵	8,500,000	32,136	65.00	⁶ 4,577,340	15,705						
1203	Abbeville & Waycross R. R. ⁷											
1206	Ga. Midl. Ry.....	1,000,000	10,040	37.60	1,659,576	16,662						
1207	Ga. Nn. Ry.....	150,000	3,750	50.00	150,000	3,750						
1208	Ga. Sn. & Fla. Ry.....	2,768,000	9,712	43.58	3,584,000	12,575						
1210	Gulf & Chic. R. R.....	400,000	6,400	100.00								
1213	Harriman & N. En. R. R. ⁸	600,000	27,273	66.67	300,000	13,636						
1214	Hartwell R. R.....	21,000	2,079	51.22	20,000	1,980						
1218	Ill. Cent. R. R. ⁹	7,385,366	¹⁰ 32,357	40.38	¹¹ 10,902,899	¹⁰ 47,767						
	[Line south of Cairo, Ill.]											
1219	Cant., Aberd. & Nashv. R. R.....	950,800	10,818	100.00	(¹²)							
1220	Chic., St. L. & N. O. R. R	10,000,000	15,011	38.12	¹³ 16,234,000	24,370						
1221	Yazoo & Miss. Vy. R. R	5,766,300	6,085	13.83	¹⁴ 35,936,000	37,922						
1223	Jacksonv. & Atl. Ry	100,000	6,154	66.67	50,000	3,077						
1225	Jacksonv., Tampa & Key W. Ry.....	3,010,000	14,976	42.89	4,008,000	19,941						
1226	Jacksonv. Term. Co.....	100,000	6,200	16.67	500,000	31,000						
1667	Kans. Cy., Ft. Scott & Memph. R. R.: ¹⁵											
1228	Kans. Cy., Memph. & Birm. R. R ..	5,976,000	21,608	35.86	10,686,935	38,641						
1229	Ky. & Ind. Brg. Co	1,700,000	561,056	46.13	1,985,700	655,346						
1230	New Alb. Belt & Term. R. R				300,000	138,889						
1232	Ky. Nn. Ry. ¹⁶	10,000	1,111	100.00								
1236	Lexington & En. Ry	500,000	5,403	16.67	2,500,000	27,015						
1238	Live Oak & Gulf Ry	50,000	2,500	100.00								
1239	Lookout Incline Ry.....	150,000	58,594	85.71	25,000	9,766						
1240	Louisv. & Nashv. R. R. ¹⁷	50,097,008	¹⁸ 23,053	38.76	79,124,305	¹⁸ 36,411						
	[Line south of Ohio Riv.]											
1241	Ala. Minl. R. R.....	1,969,000	15,763	38.47	3,150,000	25,218						
1242	Birm. Minl. R. R.....	2,427,600	15,061	38.19	3,929,000	24,376						
1243	Elkton & Guthrie R. R.....	47,372	4,338	65.46	25,000	2,289						
1244	Glasgow R. R	247,525	23,574	78.95	66,000	6,286						
1245	Mobile & Montg. Ry	2,950,800	16,532	42.43	4,004,000	22,433						
1246	Nashv. & Dec. R. R.....	2,337,582	19,604	52.68	2,100,000	17,612						
1247	Nashv., Flor. & Sheff. Ry.....	872,385	8,321	29.39	2,096,000	19,994						
1249	Owensboro & Nashv. Ry	1,156,525	13,127	49.08	1,200,000	13,620						
1250	Shelby R. R	600,000	31,413	100.00								
1251	S. & N. Ala. R. R	3,481,800	18,423	26.05	9,881,780	52,292						
1252	Sn. Div. Cumb. & Ohio R. R.....	800,000	25,889	72.73	300,000	9,708						

¹ Excludes \$850,000, apportioned "to other properties."² Report for period, March 30 to June 30, 1896. No stock or bonds reported.³ Includes \$10,039, deferred payments—interest on equipment trust obligations.⁴ On basis of 303 miles operated; no mileage owned.⁵ Report for period, August 15, 1895 to June 30, 1896.⁶ Includes \$123,688, deferred payments—interest on equipment trust obligations.⁷ Report for period, January 27 to June 30, 1896. No stock or bonds reported.⁸ Report for two months ending June 30, 1896. Reorganization of Harriman Coal & Iron R. R.⁹ See page 336, No. 1218, for totals covering entire road.¹⁰ On basis of 1,622.55 miles, which includes 917.05 miles of "proprietary companies."¹¹ Includes bonds of Cant., Aberd. & Nashv., Chic., St. L. & N. O., and Yazoo & Miss. Vy. R. Rs.¹² See note 11.¹³ Excludes bonds, \$8,266,000, covered by obligations of Ill. Cent. R. R., and included in funded debt of that road.¹⁴ Excludes bonds, \$2,800,000, covered by obligations of Ill. Cent. R. R., and included in funded debt of that road.¹⁵ Inserted to show relation of road following. ¹⁶ Report for five months ending June 30, 1896.¹⁷ See page 336, No. 1240, for totals covering entire road.¹⁸ On basis of 2,384.85 miles, which excludes 11.16 miles of Louisv., Harrods Ck. & Westpt. R. R. and includes 46 miles of Cecilia Brh. and 20.70 miles of Clarksv. & Princeton Brh.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100× Col. 5 Col. 12	Designation.				Total railway capital.	Amount per mile of line.	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Cols. 2+5	Cols. 3+6	
Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
33.25	250,000	.....	.....	.....	751,900	24,254	1184
24.46	7,795,000	.....	.....	140,589	¹ 2,627,300	72,980	1185
.....	.....	.....	.....	.....	32,435,589	34,478	1189
.....	.....	.....	.....	.....	200,000	485	1190
.....	.....	.....	.....	.....	.....	.....	1193
33.96	36,000	.....	.....	.....	106,000	4,240	1196
100.00	.....	.....	.....	86,489	² 86,489	³ 285	1197
37.31	.....	2,500,000	.....	.....	6,700,000	22,112	1198
58.04	360,000	.....	.....	.....	620,338	9,543	1199
72.10	84,000	.....	.....	.....	116,500	9,708	1200
33.96	1,543,000	.....	.....	.....	4,543,000	34,415	1201
35.00	4,107,000	.....	.....	470,340	⁴ 13,077,340	47,841	1202
.....	.....	.....	.....	.....	.....	.....	1203
62.40	1,650,000	.....	.....	9,576	2,659,576	26,702	1206
50.00	150,000	.....	.....	.....	300,000	7,500	1207
56.42	3,584,000	.....	.....	.....	6,352,000	22,287	1208
.....	.....	.....	.....	.....	400,000	6,400	1210
33.33	300,000	.....	.....	.....	900,000	40,909	1213
48.78	20,000	.....	.....	.....	41,000	4,059	1214
59.62	2,806,017	8,096,882	.....	.....	⁵ 18,288,265	⁶ 80,124	1218
.....	.....	.....	.....	.....	⁵ 950,800	10,818	1219
61.88	16,234,000	.....	.....	.....	⁷ 26,234,000	39,381	1220
86.17	25,936,000	.....	10,000,000	.....	⁸ 41,702,300	44,007	1221
33.33	50,000	.....	.....	.....	150,000	9,231	1223
57.11	4,000,000	.....	.....	8,000	7,018,000	34,917	1225
83.33	500,000	.....	.....	.....	600,000	37,200	1226
.....	.....	.....	.....	.....	.....	.....	1667
64.14	3,183,520	7,375	6,307,040	1,189,000	16,662,935	60,249	1228
53.87	1,985,700	.....	.....	.....	3,685,700	1,216,402	1229
100.00	300,000	.....	.....	.....	300,000	138,889	1230
.....	.....	.....	.....	.....	10,000	1,111	1232
83.33	1,000,000	.....	1,500,000	.....	3,000,000	32,418	1236
.....	.....	.....	.....	.....	50,000	2,500	1238
14.29	25,000	.....	.....	.....	175,000	68,360	1239
61.24	74,003,216	5,121,089	.....	.....	129,221,313	⁹ 59,464	1240
.....							
61.53	3,150,000	.....	.....	.....	5,119,000	40,981	1241
61.81	3,929,000	.....	.....	.....	6,356,600	39,437	1242
34.54	25,000	.....	.....	.....	72,372	6,627	1243
21.05	66,000	.....	.....	.....	313,525	29,860	1244
57.57	4,000,000	.....	4,000	.....	6,954,800	38,965	1245
47.32	2,100,000	.....	.....	.....	4,437,582	37,216	1246
70.61	2,096,000	.....	.....	.....	2,968,385	28,315	1247
50.92	1,200,000	.....	.....	.....	2,356,525	26,747	1249
.....	.....	.....	.....	.....	600,000	31,413	1250
73.95	9,881,780	.....	.....	.....	13,363,580	70,715	1251
27.27	300,000	.....	.....	.....	1,100,000	35,597	1252

¹ See page 302, note 1.⁴ See page 302, note 6.⁷ See page 302, note 13.² See page 302, note 3.⁵ See page 302, note 11.⁸ See page 302, note 14.³ See page 302, note 4.⁶ See page 302, note 10.⁹ See page 302, note 18.

GROUP V.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Proportion to total railway capital. 100×Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		Dollars.	Dollars.	Per cent.	Dollars.	Dollars.
	Louisv. & Nashv. R. R.—Continued. [Line south of Ohio Riv.]					
1253	W. Va., Pinev. & Tenn. R. R. ¹					
1254	Hend. Brg. Co	1,000,000	99,404	33.33	2,000,000	198,807
1255	Nashv., Chatt. & St. L. Ry.	10,000,000	13,322	40.14	14,917,000	19,872
1283	Padu., Tenn. & Ala. R. R. ²					
1284	Tenn. Midl. Ry. ²					
1258	Nn. Div. Cumb. & Ohio R. R. ³	544,752	20,387	68.54	250,000	9,356
1260	Louisv. Brg. Co	1,500,000	535,714	100.00		
1261	Louisv., Henderson & St. L. Ry.	4,000,000	21,881	65.57	2,100,000	11,487
1203	Macon & Birm. R. R. ⁴					
1262	Macon & Birm. Ry. ⁵					
1257	Macon & Nn. Ry. ⁶					
1263	Macon, Dublin & Sav. R. R.	1,280,000	23,704	100.00		
1264	Mammoth Cave R. R. ⁷	100,000	11,429	50.00	100,000	11,429
1265	Mari. & N. Ga. Ry. ⁸				168,232	729
1267	Memph. & Charleston R. R.	5,312,725	18,194	48.61	5,616,040	19,233
1269	Middle Ga. & Atl. Ry.	528,000	12,008	40.00	792,000	18,012
1270	Eatonton Brh. R. R.	167,900	7,995	49.98	168,000	8,000
1275	Mobile & Birm. R. R.	1,800,000	12,048	49.79	1,815,656	12,153
1276	Mobile & Ohio R. R.	7,680,000	14,573	28.59	19,180,853	36,396
1278	Morrist. & Cumb. Gap R. R. ⁸					
1279	Moss Pt. & Pascagoula R. R.	50,000	8,333	55.56	40,000	6,667
1280	Nashv. & Knoxv. R. R.	372,700	4,294	23.94	1,184,000	13,640
1282	N. O. & N. En. R. R.	5,000,000	25,573	44.16	6,323,520	32,342
1285	Nn. Ala. Ry. ⁹	2,000,000	16,889	52.63	1,800,000	15,040
1286	Oconee & Wn. R. R.	360,000	9,000	50.00	360,000	9,000
1288	Ohio Vy. Ry.	2,162,600	18,296	47.46	2,394,600	20,260
1294	Ports. & Tygart Vy. R. R.	100,000	16,000	100.00		
1296	Rich., Nicholasv., Irvine & Beattyv. R. R.				2,375,000	39,088
1303	Sav., Fla. & Wn. Ry.	9,412,900	11,003	41.26	13,400,000	15,663
1304	Abbeville Sn. Ry.	160,800	6,168	49.97	161,000	6,176
1305	Ala. Midl. Ry.	4,225,000	20,340	56.14	3,300,000	15,887
1306	Bruns. & Wn. R. R.	5,000,000	29,343	45.45	6,000,000	35,211
1307	Fla. Sn. R. R.	1,725,000	6,939	28.91	4,241,000	17,061
1309	Sanford & St. Petersb. R. R. ¹⁰					
1310	Silver Spgs., Ocala & Gulf R. R.	1,500,000	19,979	57.25	1,120,000	14,917
1311	Tampa & Thonotosassa R. R. ¹¹					
1312	Winston & Bone Vy. R. R.	30,000	1,493	100.00		
1100	Southern Ry. ¹²	100,342,727	52,490	68.57	46,010,294	24,068
	[Line west of Virginia and the Carolinas.]					
1317	Elberton Air Line R. R.	195,900	3,872	56.64	150,000	2,964
1318	Knoxv. & Ohio R. R.	1,122,200	16,189	35.95	2,000,000	28,852
1319	Roswell R. R.	40,000	4,391	53.33	35,000	3,842
1320	Sn. Ry. in Ky.	1,000,000	8,117	25.00	3,000,000	24,351
1321	Sn. Ry. in Miss.	50,000	209	20.00	200,000	837
1322	Watauga R. R.	25,000	25,000	100.00		
1323	Ala. Gt. Sn. R. R.	11,210,350	37,766	69.09	5,015,519	16,897
1324	Belt Ry. of Chatt. ¹³	300,000	7,006	48.08	324,000	7,566

¹ Report of Receivers; no stock or bonds reported.² Report of Receivers for period, July 1 to December 14, 1895. Merged in Louisv. & Nashv. R. R.³ Report of Receiver for period, January 26 to June 30, 1896.⁴ Report for nine months ending March 31, 1896. Reorganized as Macon & Birm. Ry.⁵ Report for three months ending June 30, 1896. Reorganization of Macon & Birm. R. R. No stocks or bonds yet issued.⁶ Report for period, July 1 to December 21, 1895. Merged in Cent. of Ga. Ry.⁷ Report of Receiver for period, August 12, 1895 to June 30, 1896.⁸ Report of Receiver; no stock or bonds reported.⁹ Report for seven months ending June 30, 1896. Reorganization of Birm., Sheff. & Tenn. Riv. Ry.¹⁰ Comptroller reports, "Undergoing reconstruction."¹¹ Comptroller reports, "No stock or bonds yet issued."¹² See page 336, No. 1100, for totals covering entire road.¹³ Report for period, September 28, 1895 to June 30, 1896. Reorganization of Chatt. Un. Ry.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
66.67	2,000,000				3,000,000	298,211	1253
59.86	14,917,000				24,917,000	33,194	1254
							1255
							1283
							1284
31.46	250,000				794,752	29,743	1258
					1,500,000	535,714	1260
34.43	2,100,000				6,100,000	33,368	1261
							1203
							1262
							1257
					1,280,000	23,704	1263
50.00	100,000				200,000	22,858	1264
				168,232	168,232	729	1265
51.39	5,524,000			92,040	10,928,765	37,427	1267
60.00	792,000				1,320,000	30,020	1269
50.02	168,000				335,900	15,995	1270
50.21	1,800,000			15,656	3,615,656	24,201	1275
71.41	17,386,085		1,569,300	225,468	26,860,853	50,969	1276
							1278
44.44	40,000				90,000	15,000	1279
76.06	1,184,000				1,556,700	17,934	1280
55.84	6,320,000			3,520	11,323,520	57,915	1282
47.37	1,700,000			100,000	3,800,000	31,929	1285
50.00	360,000				720,000	18,000	1286
52.54	2,394,600				4,557,200	38,556	1288
					100,000	16,000	1294
100.00	2,375,000				2,375,000	39,088	1296
58.74	13,400,000				22,812,900	26,666	1303
50.03	161,000				321,800	12,344	1304
43.86	3,300,000				7,525,000	36,227	1305
54.55	3,000,000		3,000,000		11,000,000	64,554	1306
71.09	4,241,000				5,966,000	24,000	1307
							1309
42.75	1,120,000				2,620,000	34,896	1310
							1311
					30,000	1,493	1312
31.43	45,677,817			332,477	146,353,021	76,558	1100
43.36	150,000				345,900	6,836	1317
64.05	2,000,000				3,122,200	45,041	1318
46.67	35,000				75,000	8,233	1319
75.00	3,000,000				4,000,000	32,468	1320
80.00	200,000				250,000	1,046	1321
					25,000	25,000	1322
30.91	4,976,360			39,159	16,225,869	54,663	1323
51.92	300,000		24,000		624,000	14,572	1324

GROUP V.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1	2	3	4	5	6
	Abbreviated name of road.	STOCKS.			FUNDED DEBT.	
		Amount out-standing.	Amount per mile of line.	Proportion to total railway capital. $\frac{100 \times \text{Col. 2}}{\text{Col. 12}}$	Amount out-standing. Cols. 8+9+10+11	Amount per mile of line.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Southern Ry.—Continued. [Line west of Virginia and the Carolinas.]					
1228	Knoxv., Cumb. Gap & Louisv. R. R. ¹					
1325	Knoxv., Cumb. Gap & Louisv. Ry. ²					
1330	Talbotton R. R.	34,800	4,972	58.19	25,000	3,571
1337	Tifton & N. En. R. R. ³	75,000	3,000	60.00	50,000	2,000
1338	Tuskegee R. R.	⁴ 53,498	9,727	100.00		
1339	Valdosta Sn. Ry.	50,000	5,000	83.33	10,000	1,000
1343	Wrightsv. & Tennille R. R.	120,875	3,358	87.04	18,600	500

¹ Report of Receiver for period, July 1 to December 17, 1895. Reorganized as Knoxv., Cumb. Gap & Louisv. Ry.

² Report for period, December 18, 1895 to June 30, 1896. Reorganization of Knoxv., Cumb. Gap & Louisv. R. R. No stock or bonds yet issued.

³ Report for six months ending June 30, 1896.

⁴ Partnership company; amount shown represents cost of road and equipment.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100× Col. 5 Col. 12	Designation.				Total railway capital.	Amount per mile of line.	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Cols. 2+5	Cols. 3+6	
Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
							1228
							1325
41.81	25,000				59,800	8,543	1330
40.00	50,000				125,000	5,000	1337
					¹ 53,498	9,727	1338
16.67	10,000				60,000	6,000	1339
12.96	18,000				138,875	3,858	1343

¹ See page 306, note 4.

GROUP VI.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Propor- tion to total railway capital. 100×Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
	Total—Group VI.....	Dollars. 836, 817, 888	Dollars. 20, 663	Per cent. 44. 14	Dollars. 1, 058, 945, 893	Dollars. 26, 147
1345	Abbotsf. & N. En. R. R	120, 000	7, 916	51. 72	112, 000	7, 388
1346	Ahnapee & Wn. Ry	439, 500	12, 926	56. 38	340, 000	10, 000
1347	Ames & College Ry	20, 000	10, 101	100. 00	.....	.....
1349	Atch., Top. & S. Fe Ry. ¹ [Line east of Kansas City, Mo.]	² 15, 729, 274	³ 26, 512	52. 07	² 14, 474, 566	⁴ 24, 397
171	Balt. & Ohio R. R: ⁵					
741	Balt. & Ohio S. Wn. Ry. ⁶ [Line West of Vincennes, Ind.]	12, 173, 041	32, 699	36. 57	21, 108, 729	56, 701
1350	Belt Ry. of Chic.	1, 200, 000	⁷ 56, 312	100. 00	.....	.....
1351	Big Falls Ry	1, 000	67	13. 75	6, 275	418
1352	Boone Vy. Coal & Ry. Co.....	⁸ 35, 000	11, 677	79. 55	9, 000	3, 000
1353	Brainerd & Nn. Minn. Ry.....	500, 000	4, 770	100. 00	.....	.....
1354	Burl., Cedar Rap. & Nn. Ry	⁹ 7, 235, 000	¹⁰ 6, 728	31. 46	⁹ 15, 763, 000	¹¹ 14, 082
1359	Wav. S. Line Ry.....	28, 660	5, 046	100. 00	.....	.....
66	Canadian Pac. Ry.: ¹²					
1360	Duluth, S. Shore & Atl. Ry	22, 000, 000	38, 382	48. 14	23, 703, 337	41, 288
1362	Minl. Range R. R.....	393, 400	22, 609	39. 08	613, 300	35, 247
1363	Hancock & Calumet R. R.....	350, 000	11, 222	46. 67	400, 000	12, 824
1364	Minneap., St. P. & S. S. Marie Ry ..	21, 000, 000	17, 945	41. 33	29, 825, 339	25, 487
1365	Centralia & Chester R. R.....	876, 000	13, 273	50. 00	876, 000	13, 273
1367	Chic. & Alt. R. R	22, 230, 600	41, 001	71. 73	¹³ 8, 761, 850	10, 887
1368	Joliet & Chic. R. R	1, 500, 000	40, 323	100. 00	.....	.....
1369	Kans. Cy., St. L. & Chic. R. R. ¹⁴ [Line east of Missouri Riv.]	693, 140	12, 494	100. 00	(¹⁵)	.....
1370	La. & Mo. Riv. R. R.....	3, 651, 700	36, 227	100. 00	(¹⁵)	.....
1373	Chic. & En. Ill. R. R	13, 594, 400	31, 089	42. 82	18, 154, 000	41, 516
1374	Chic. & Wn. Ind. R. R	5, 000, 000	102, 923	31. 31	10, 968, 667	225, 786
1375	Evansv., T. Haute & Chic. Ry	581, 950	11, 979	31. 76	1, 250, 000	25, 731
1376	Ind. Block Coal R. R	75, 000	5, 943	33. 33	150, 000	11, 886
1377	Chic. & Ill. Sn. Ry.....	500	¹⁶ 1, 190	100. 00	.....	.....
1378	Chic. & Nn. Pac. R. R.....	30, 000, 000	659, 921	50. 08	29, 899, 000	657, 699
1379	Chic. & N. Wn. Ry	¹⁷ 66, 318, 821	¹⁸ 13, 342	33. 52	¹⁹ 131, 522, 500	¹⁸ 26, 459
1381	Oshkosh Transp. Co.....	70, 000	16, 370	100. 00	.....	.....
1383	St. P. En. Gr. Trunk Ry	1, 100, 000	18, 328	49. 55	1, 120, 000	18, 660
1385	Sioux Cy. & Pac. R. R.....	2, 068, 400	19, 255	38. 85	3, 256, 320	30, 314
1386	Chic. & Tex. R. R.....	2, 500, 000	33, 333	67. 12	1, 225, 000	46, 333

¹ See page 336, No. 1349, for totals covering entire road.² The funded debt and capital stock include issues for the acquisition, by purchase or exchange, of the stocks and bonds of other roads forming part of the system, and the apportionment per mile is made upon that basis.³ On basis of 8,806.97 miles. See note 2.⁴ Mortgage bonds, miscellaneous obligations, and income bonds on basis of 6,627.70, and equipment trust obligations on basis of 4,549.89 miles. See note 2.⁵ Inserted to show relation of road following.⁶ See page 336, No. 741, for totals covering entire road.⁷ On basis of 21.31 miles operated; no mileage owned.⁸ Excludes \$265,000 apportioned "to other properties."⁹ Figures cover also Cedar Rap. & Clinton, Cedar Rap., Io. Falls & N. Wn., Chic., Deco. & Minn., and Io. Cy. & Wn. Rys.¹⁰ On basis of 1,075.32 miles, which includes 673.24 miles of four roads mentioned in note 9, and excludes 31.51 miles of Davenpt., Io. & Dak. Ry., and 12.57 miles acquired from Minneap. & St. L. Ry.¹¹ On basis of 1,119.40 miles, which includes 673.24 miles of four roads mentioned in note 9.¹² Inserted to show relation of four roads following.¹³ Includes \$3,000,000 bonds of Kans. Cy., St. L. & Chic. R. R., and \$2,085,000 bonds of La. & Mo. Riv. R. R.¹⁴ See page 336, No. 1369, for totals covering entire road.¹⁵ Included in "funded debt," Chic. & Alt. R. R.¹⁶ Road is .42 mile long; figures are on basis of 1 mile.¹⁷ Includes \$2,627,500 stock of "proprietary companies;" excludes \$65,000 stock apportioned "to other properties."¹⁸ On basis of 4,970.76 miles, which includes 1,188.47 miles of "proprietary companies."¹⁹ Includes bonds of "proprietary companies."

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
<i>Per cent.</i> 55.86	<i>Dollars.</i> 862,469,756	<i>Dollars.</i> 146,566,751	<i>Dollars.</i> 43,637,718	<i>Dollars.</i> 6,271,668	<i>Dollars.</i> 1,895,763,781	<i>Dollars.</i> 46,810	
48.28	112,000	.....	.....	.....	232,000	15,304	1345
43.62	340,000	.....	.....	.....	779,500	22,926	1346
.....	.....	.....	.....	.....	20,000	10,101	1347
47.93	9,678,873	.....	4,591,183	204,510	¹ 30,203,840	² 50,909	1349
.....							
63.43	13,423,076	.....	7,608,151	77,502	33,281,770	89,400	171 741
.....							
86.25	.....	6,275	.....	.....	1,200,000	³ 56,312	1350
20.45	9,000	.....	.....	.....	7,275	485	1351
.....	.....	.....	.....	.....	⁴ 44,000	14,667	1352
68.54	15,763,000	.....	.....	.....	500,000	4,770	1353
.....	.....	.....	.....	.....	⁵ 22,998,000	⁶ 20,810	1354
.....	.....	.....	.....	.....	28,660	5,046	1359
51.86	20,000,000	.....	3,000,000	703,337	45,703,337	79,670	66 1360
60.92	613,300	.....	.....	.....	1,006,700	57,856	1362
53.33	400,000	.....	.....	.....	750,000	24,046	1363
58.67	28,345,000	.....	771,000	709,339	50,825,339	43,432	1364
50.00	876,000	.....	.....	.....	1,752,000	26,546	1365
28.27	6,694,850	2,067,000	.....	.....	⁷ 30,992,450	51,888	1367
.....	.....	.....	.....	.....	1,500,000	40,323	1368
.....	.....	.....	.....	.....	⁸ 693,140	12,494	1369
.....							
57.18	18,112,000	42,000	.....	.....	⁸ 3,651,700	36,227	1370
68.69	10,968,667	.....	.....	.....	31,748,400	72,605	1373
68.24	1,100,000	.....	150,000	.....	15,968,667	328,709	1374
66.67	150,000	.....	.....	.....	1,831,950	37,710	1375
.....	.....	.....	.....	.....	225,000	17,829	1376
49.92	29,899,000	.....	.....	.....	500	⁹ 1,190	1377
66.48	72,622,500	58,400,000	500,000	.....	59,899,000	1,317,620	1378
.....	.....	.....	.....	.....	¹⁰ 197,841,321	¹¹ 39,801	1379
50.45	1,120,000	.....	.....	.....	70,000	16,370	1381
61.15	3,256,320	.....	.....	.....	2,220,000	36,988	1383
32.88	1,225,000	.....	.....	.....	5,324,720	49,569	1385
.....	.....	.....	.....	.....	3,725,000	49,666	1386

¹ See page 308, note 2.

³ See page 308, note 7.

⁵ See page 308, note 9.

⁷ See page 308, note 13.

⁹ See page 308, note 16.

² See page 308, notes 3 and 4.

⁴ See page 308, note 8.

⁶ See page 308, notes 10 and 11.

⁸ See page 308, note 15.

¹⁰ See page 308, notes 17 and 19.

¹¹ See page 308, note 18.

GROUP VI.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2 Amount out- standing.	3 Amount per mile of line.	4 Proportion to total railway capital. 100× Col. 2 Col. 12	5 FUNDED DEBT.	
					Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		Dollars.	Dollars.	Per cent.	Dollars.	Dollars.
1387	Chic., Burl. & Quin. R. R. ¹ [Line east of Missouri Riv.]	32,060,572	14,480	38.79	50,594,426	22,850
1388	Quin., Alt. & St. L. Ry.....	970,100	20,925	53.59	840,000	18,119
1389	Burl. & N. Wn. Ry.....	156,900	4,051	40.56	229,982	5,938
1390	Burl. & Wn. Ry.....	356,802	12,119	58.38	610,660	8,637
1391	Chic., Burl. & Kans. Cy. Ry.....	8,000,000	44,063	90.70	820,000	4,516
1392	Chic., Burl. & Nn. R. R. of Wis. and Minn. ²	9,853,000	28,328	43.45	12,825,000	36,872
1394	Hann. & St. Jos. R. R.....	14,251,969	49,277	63.90	8,050,000	27,834
1395	Quin. R. R. Brg. Co.....	1,750,000	1,228,776	100.00	-----	-----
1396	Kans. Cy., St. Jos. & Coun. Bluffs R. R.	6,030,574	19,400	50.12	6,002,016	19,308
1397	Leav. Term. Ry. & Brg. Co.....	600,000	342,857	50.00	600,000	342,857
1398	St. L., Keokuk & N. Wn. R. R.....	5,443,800	24,109	34.90	10,150,000	44,951
1400	Chic., Ft. Mad. & Des M. Ry.....	1,970,200	27,749	58.67	1,387,750	19,546
1401	Chic. Gt. Wn. Ry.....	51,117,707	60,532	92.69	4,030,555	4,773
1404	Chic., Io. & Dak. Ry.....	361,000	13,674	59.47	246,000	9,318
1405	Chic., L. Shore & En. Ry.....	50,000	³ 392	100.00	-----	-----
1406	Calumet & Blue I. Ry.....	200,000	3,109	13.24	1,310,000	20,364
1407	Chic. & Kenosha Ry.....	100,000	27,548	45.45	120,000	33,058
1408	Chic. & S. En. Ry. (of Ill.).....	100,000	6,739	27.03	270,000	18,194
1409	Joliet & Blue I. Ry.....	100,000	3,066	33.33	200,000	6,131
1410	Milw., Bay V. & Chic. R. R.....	100,000	8,361	43.48	130,000	10,869
1411	Chic., Milw. & St. P. Ry.....	72,923,161	11,867	34.39	139,161,000	22,646
1413	Chic., Padu. & Memph. R. R.....	1,575,000	15,753	41.90	2,183,846	21,843
1414	Chic., Peoria & St. L. R. R. ⁴	5,000,000	29,998	50.35	4,931,040	29,584
1400	Chic., Peoria & St. L. Ry. ⁵	-----	-----	-----	-----	-----
1415	Chic., Rock I. & Pac. Ry. ⁶ [Line east of Missouri Riv.]	18,947,240	16,022	44.26	⁷ 23,858,105	20,175
1416	Des M. & Ft. Dodge R. R.....	5,046,500	36,474	62.16	3,072,000	22,203
1417	Keokuk & Des M. Ry.....	4,125,000	25,431	60.00	2,750,000	16,954
1418	Peoria & Bureau Vy. R. R.....	1,500,000	32,120	100.00	-----	-----
1419	Chic., St. P., Minneap. & Om. Ry. ⁸ [Line east of Missouri Riv.]	27,528,703	23,934	56.48	21,211,009	18,442
1421	Chippewa Riv. & Menomonie Ry.....	(⁹)	-----	-----	-----	-----
789	Clev., Cin., Chic. & St. L. Ry. ¹⁰ [Line west of Terre Haute, Ind.]	10,912,360	22,813	41.55	15,350,822	32,088
1422	Kank. & Seneca Ry.....	10,000	238	1.52	650,000	15,447
798	Peoria & En. Ry. ¹¹ [Line west of Danville, Ill.]	3,598,231	29,292	42.37	4,894,673	39,846
1424	Crooked Ck. R. R. & Coal Co.....	¹² 115,000	5,132	100.00	-----	-----
1426	Des M. Nn. & Wn. R. R.....	4,372,500	29,150	60.01	2,913,556	19,424
1427	Des M. Un. Ry.....	400,000	148,148	41.28	569,000	210,741
1428	Drummond & S. Wn. Ry.....	10,000	541	16.67	50,000	2,707
1429	Duluth & Iron Range R. R.....	500,000	2,893	4.84	¹³ 9,832,000	56,881
1430	Duluth & Winnipeg R. R.....	2,500,000	25,000	55.56	2,000,000	20,000
1432	Duluth, Missabe & Nn. Ry.....	2,512,500	18,401	31.10	¹⁴ 5,564,277	40,752
1433	Duluth, Miss. Riv. & Nn. R. R.....	4,800	137	.72	665,000	19,000
1434	Duluth, Red Wing & Sn. R. R.....	375,000	13,393	42.73	502,600	17,950
1436	E. St. L. Con. Ry.....	20,000	2,999	100.00	-----	-----
1437	Elgin, Joliet & En. Ry.....	6,000,000	32,373	46.99	6,767,950	36,516

See page 336, No. 1387, for totals covering entire road.

² Excludes \$2,247,000 stock, held in trust for the conversion of bonds; not reported as outstanding.

³ On basis of mileage operated; no mileage owned.

⁴ Report for five months ending June 30, 1896. Reorganization of Chic., Peoria & St. L. Ry.

⁵ Report of Receivers for seven months ending January 31, 1896. Reorganized as Chic., Peoria & St. L. R. R.

⁶ See page 336, No. 1415, for totals covering entire road.

⁷ Excludes group portion of \$4,593,000, apportioned "to other properties."

⁸ See page 336, No. 1419, for totals covering entire road.

⁹ No stock yet issued.

¹⁰ See page 336, No. 789, for totals covering entire road.

¹¹ See page 336, No. 798, for totals covering entire road.

¹² Excludes \$110,000 stock, apportioned "to other properties."

¹³ Includes \$350,000, "income certificates."

¹⁴ Includes \$41,069, deferred payments—interest on equipment trust obligations.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
61.21	36,886,927	13,707,499	-----	-----	82,654,998	37,330	1387
46.41	840,000	-----	-----	-----	1,810,100	39,044	1388
59.44	229,982	-----	-----	-----	386,882	9,989	1389
41.62	610,660	-----	-----	-----	1,467,462	20,756	1390
9.30	-----	820,000	-----	-----	8,820,000	48,579	1391
56.55	11,597,000	1,228,000	-----	-----	¹ 22,678,000	65,200	1392
36.10	8,050,000	-----	-----	-----	22,301,969	77,111	1394
49.88	6,002,000	-----	16	-----	1,750,000	1,228,776	1395
					12,032,590	38,708	1396
50.00	600,000	-----	-----	-----	1,200,000	685,714	1397
65.10	10,150,000	-----	-----	-----	15,593,800	69,060	1398
41.33	1,313,000	-----	74,750	-----	3,357,950	47,295	1400
7.31	-----	2,823,150	-----	1,207,405	55,148,262	65,305	1401
40.53	246,000	-----	-----	-----	607,000	22,992	1404
					50,000	² 392	1405
86.76	1,310,000	-----	-----	-----	1,510,000	23,473	1406
54.55	120,000	-----	-----	-----	220,000	60,606	1407
72.97	270,000	-----	-----	-----	370,000	24,933	1408
66.67	200,000	-----	-----	-----	300,000	9,197	1409
56.52	130,000	-----	-----	-----	230,000	19,230	1410
65.61	137,717,000	-----	1,444,000	-----	212,084,161	34,513	1411
58.10	1,575,000	-----	-----	608,846	3,758,846	37,596	1413
49.65	2,438,000	-----	2,085,000	408,040	9,931,040	59,582	1414
							1400
55.74	22,010,835	1,847,270	-----	-----	³ 42,805,345	36,197	1415
37.84	3,072,000	-----	-----	-----	8,118,500	58,677	1416
40.00	2,750,000	-----	-----	-----	6,875,000	42,385	1417
					1,500,000	32,120	1418
43.52	21,211,009	-----	-----	-----	48,739,712	42,376	1419
58.45	15,350,822	-----	-----	-----	26,264,182	54,901	1421
							789
98.48	650,000	-----	-----	-----	660,000	15,685	1422
57.63	3,455,381	-----	1,439,292	-----	8,492,904	69,138	798
					⁴ 115,000	5,132	1424
39.99	2,902,000	-----	-----	11,556	7,286,056	48,574	1426
58.72	569,000	-----	-----	-----	969,000	358,889	1427
83.33	50,000	-----	-----	-----	60,000	3,248	1428
95.16	6,332,000	3,500,000	-----	-----	⁵ 10,332,000	59,774	1429
44.44	2,000,000	-----	-----	-----	4,500,000	45,000	1430
68.90	5,400,000	-----	-----	164,277	⁶ 8,076,777	59,153	1432
99.28	665,000	-----	-----	-----	669,800	19,137	1433
57.27	500,000	-----	-----	2,600	877,600	31,343	1434
					20,000	2,999	1436
53.01	6,633,000	-----	-----	134,950	12,767,950	68,889	1437

¹ See page 310, note 2.⁴ See page 310, note 12.² See page 310, note 3.⁵ See page 310, note 13.³ See page 310, note 7.⁶ See page 310, note 14.

GROUP VI.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Propor- tion to total railway capital. 100×Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		Dollars.	Dollars.	Per cent.	Dollars.	Dollars.
1440	Fulton Co. N. G. Ry.....	¹ 630,725	² 10,340	65.58	³ 484,000	² 7,934
1442	Gt. Nn. Ry. ⁴ [Line east of Minot, N. Dak.]	(⁵)			(⁶)	
1443	St. P., Minneap. & Manit. Ry. ⁷ [Line east of Minot, N. Dak.]	12,571,453	5,377	19.16	53,058,626	22,694
1444	Duluth, Watert. & Pac. Ry.....	730,000	10,452	34.68	1,375,000	19,688
1445	En. Ry. of Minn.....	5,000,000	69,070	59.40	⁸ 3,417,000	47,203
1446	Duluth Term. Ry.....	50,000	28,090	22.22	175,000	98,315
1447	Willmar & Sioux Falls Ry.....	1,500,000	7,308	29.27	3,625,000	17,661
1448	Green Bay & Wn. R. R. ⁹	2,500,000	11,111	24.75	7,600,000	33,778
1439	Green Bay, Win. & St. P. R. R. ¹⁰					
1440	Green Bay, Stev. Pt. & Nn. R. R. ¹¹					
1449	Iola & Nn. R. R.	(¹²)			(¹²)	
1451	Hann. Un. Depot Co.....	40,000	¹³ 44,444	38.46	64,000	¹³ 71,111
1452	Hazelhurst & S. En. Ry. ¹⁴	100,000	7,692	100.00		
1445	Humeston & Shen. R. R. ¹⁵					
1218	Ill. Cent. R. R. ¹⁶ [Line north of Cairo, Ill.]	45,114,634	¹⁷ 32,357	40.38	¹⁸ 66,602,026	¹⁷ 47,767
1455	Blue I. R. R.	25,000	6,313	20.00	100,000	25,253
1456	Chic. & Springf. R. R.....	25,000	224	100.00	(¹⁹)	
1457	Chic., Havana & Wn. R. R.....	25,000	190	100.00	(¹⁹)	
1458	Chic., Mad. & Nn. R. R.....	50,000	216	1.96	²⁰ 2,500,000	10,808
1459	Dubq. & Sioux Cy. R. R.....	7,999,600	13,342	74.07	²¹ 2,800,000	4,670
1451	Cedar Falls & Minn. R. R. ²²					
1460	Kank. & S. Wn. R. R.....	390,000	2,971	100.00	(¹⁹)	
1461	Rantoul R. R.....	25,000	336	100.00	(¹⁹)	
1462	St. L., Alt. & T. Haute R. R.....	3,470,800	241,028	58.13	2,500,000	173,661
1463	Bellev. & Carondelet R. R.....	500,000	28,902	50.76	485,000	28,035
1464	Bellev. & Eldo. R. R.....	1,000,000	19,920	64.52	550,000	10,956
1465	Bellev. & Sn. Ill. R. R.....	1,692,000	30,000	62.90	998,000	17,695
1466	Chic., St. L. & Padu. Ry.....	1,000,000	18,692	33.33	2,000,000	37,383
1467	St. L. Sn. R. R.....	460,000	15,333	30.34	1,056,000	35,200
1468	Carb. & Shawneet. R. R.....	356,600	20,684	58.79	250,000	14,501
1469	S. Chic. R. R.....	20,000	4,202	9.09	200,000	42,017
1470	Ill. Term. R. R.....	25,000	3,205	100.00		
839	Ind., Dec. & Wn. Ry. ²³ [Line in Illinois.]	909,000	11,998	50.00	909,001	11,998
840	Ind., Ill. & Io. R. R. ²⁴ [Line in Illinois.]	1,650,039	23,704	65.96	851,510	12,232
1471	Io. Cent. Ry.....	14,026,691	27,891	68.90	6,330,483	12,588
1472	Keithsburg Brg. Co.....	²⁵ 600,000	233,463	50.38	²⁵ 591,000	229,961
1473	Albia & Centerv. Ry.....	400,000	16,367	100.00		
1474	Io. Nn. Ry.....	90,000	12,987	64.29	50,000	7,215

¹ Includes \$260,900 stock of Fulton Co. Ex. Ry.² On basis of 61 miles, which includes 30 miles of Fulton Co. Ex. Ry.³ Includes \$313,000 bonds of Fulton Co. Ex. Ry.⁴ See page 336, No. 1442, for totals covering entire road.⁵ \$25,000,000, entire capital stock, apportioned "to other properties."⁶ \$15,000,000, entire funded debt, apportioned "to other properties."⁷ See page 336, No. 1443, for totals covering entire road.⁸ Excludes \$1,283,000 stock, apportioned "to other properties."⁹ Report for period, June 10 to June 30, 1896. Reorganization of Green Bay, Win. & St. P. R. R.¹⁰ Report for period, July 1, 1895 to June 9, 1896. Reorganized as Green Bay & Wn. R. R.¹¹ Report for period, July 1, 1895 to June 9, 1896. Consolidated into Green Bay & Wn. R. R.¹² Road in process of construction; no stock or bonds yet issued.¹³ Road is .90 mile long; figures are on basis of 1 mile.¹⁴ Report for five months ending June 30, 1896.¹⁵ Report for ten months ending April 30, 1896. Merged in Chic., Burl. & Quin. R. R.¹⁶ See page 336, No. 1218, for totals covering entire road.¹⁷ On basis of 1,622.55 miles, which includes 917.05 miles of "proprietary companies."¹⁸ Includes bonds of Chic. & Springf., Chic., Havana & Wn., Chic., Mad. & Nn., Kank. & S. Wn., and Rantoul R. Rs.¹⁹ See note 18.²⁰ Excludes \$4,370,000 bonds, included in "funded debt" of Ill. Cent. R. R.²¹ Excludes \$3,930,000 bonds, included in "funded debt" of Ill. Cent. R. R.²² Report for eleven months ending May 31, 1896. Merged in Dubq. & Sioux Cy. R. R.²³ See page 336, No. 839, for totals covering entire road.²⁴ See page 336, No. 840, for totals covering entire road.²⁵ Covers cost of bridge as well as track.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
43.42	484,000	-----	-----	-----	¹ 1,114,725	² 18,274	1440
-----	-----	-----	-----	-----	-----	-----	1442
80.84	53,058,626	-----	-----	-----	65,630,079	28,071	1443
65.32	1,375,000	-----	-----	-----	2,105,000	30,140	1444
40.60	3,417,000	-----	-----	-----	³ 8,417,000	116,273	1445
77.78	175,000	-----	-----	-----	225,000	126,405	1446
70.73	3,625,000	-----	-----	-----	5,125,000	24,969	1447
75.25	-----	-----	7,600,000	-----	10,100,000	44,889	1448
-----	-----	-----	-----	-----	-----	-----	1439
-----	-----	-----	-----	-----	-----	-----	1440
-----	-----	-----	-----	-----	-----	-----	1449
61.54	64,000	-----	-----	-----	104,000	⁴ 115,555	1451
-----	-----	-----	-----	-----	100,000	7,692	1452
-----	-----	-----	-----	-----	-----	-----	1445
59.62	17,140,983	49,461,043	-----	-----	⁵ 111,716,660	⁶ 80,124	1218
80.00	100,000	-----	-----	-----	125,000	31,566	1455
-----	-----	-----	-----	-----	⁷ 25,000	224	1456
-----	-----	-----	-----	-----	⁷ 25,000	190	1457
98.04	-----	2,500,000	-----	-----	⁸ 2,550,000	11,024	1458
25.93	2,800,000	-----	-----	-----	⁹ 10,799,600	18,012	1459
-----	-----	-----	-----	-----	-----	-----	1451
-----	-----	-----	-----	-----	⁷ 390,000	2,971	1460
-----	-----	-----	-----	-----	⁷ 25,000	336	1461
41.87	2,500,000	-----	-----	-----	5,970,800	414,689	1462
49.24	485,000	-----	-----	-----	985,000	56,937	1463
35.48	220,000	-----	330,000	-----	1,550,000	30,876	1464
37.10	998,000	-----	-----	-----	2,690,000	47,695	1465
66.67	1,000,000	-----	1,000,000	-----	3,000,000	56,075	1466
69.66	550,000	-----	506,000	-----	1,516,000	50,533	1467
41.21	250,000	-----	-----	-----	606,600	35,185	1468
90.91	200,000	-----	-----	-----	220,000	46,219	1469
-----	-----	-----	-----	-----	25,000	3,205	1470
50.00	909,001	-----	-----	-----	1,818,001	23,996	839
34.04	596,212	-----	229,312	25,986	2,501,549	35,936	840
31.10	6,330,483	-----	-----	-----	20,357,174	40,479	1471
49.62	591,000	-----	-----	-----	¹⁰ 1,191,000	463,424	1472
-----	-----	-----	-----	-----	400,000	16,367	1473
35.71	50,000	-----	-----	-----	140,000	20,202	1474

¹ See page 312, note 1.

⁴ See page 312, note 13.

⁷ See page 312, note 19.

² See page 312, note 2.

⁵ See page 312, note 18.

⁸ See page 312, note 20.

¹⁰ See page 312, note 25.

³ See page 312, note 8.

⁶ See page 312, note 17.

⁹ See page 312, note 21.

GROUP VI.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Propor- tion to total railway capital. 100×Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		Dollars.	Dollars.	Per cent.	Dollars.	Dollars.
1476	Jacksonv., Louisv. & St. L. Ry.....	(¹)	-----	-----	(¹)	-----
1479	Kans. Cy. & Atl. R. R.....	200,000	7,634	7.73	2,388,200	91,153
1480	Keokuk & Ham. Brg. Co.....	1,000,000	500,000	50.00	1,000,000	500,000
1481	Keokuk & Wn. R. R.....	4,000,000	28,011	93.57	275,000	1,926
1482	Des M. & Kans. Cy. Ry. ²	800,000	7,143	57.14	600,000	5,357
1483	Kewaunee, Green Bay & Wn. R. R....	664,950	17,582	63.76	378,000	9,995
1484	Kickapoo Vy. & Nn. Ry.....	114,000	3,353	15.97	600,000	17,647
1487	L. Sup. Term. & Tr. Ry.....	94,200	6,000	33.15	190,000	12,102
1488	La Salle & Bureau Co. R. R.....	50,000	7,874	100.00	-----	-----
1489	Litchf., Carrollton & Wn. R. R.....	(¹)	-----	-----	(¹)	-----
1240	Louisv. & Nashv. R. R. ³	4,812,112	23,053	38.77	7,600,355	36,411
	[Line north of Ohio Riv.]					
1491	Manistique Ry.....	150,000	2,521	100.00	-----	-----
1492	Marinette, Tomahawk & Wn. Ry. ⁴ ..	66,500	4,650	100.00	-----	-----
1493	Marshf. & S. En. Ry. ⁵	400,000	13,333	47.06	450,000	15,000
1494	Mason Cy. & Ft. Dodge R. R.....	920,000	10,000	40.00	1,380,000	15,000
1496	Milw. & Sup. Ry.....	125,000	7,716	100.00	-----	-----
1497	Minneap. & St. L. R. R.....	12,500,000	33,616	55.56	10,000,000	26,893
1498	Wis., Minn. & Pac. R. R.....	5,000,000	23,084	100.00	(⁶)	-----
1499	Minneap. En. Ry.....	30,000	10,204	16.67	150,000	51,020
1501	Minneap. Un. Ry.....	500,000	190,114	15.15	2,800,000	1,064,639
1276	Mobile & Ohio R. R.: ⁷					
1505	St. L. & Cairo R. R.....	6,500,000	40,473	61.90	4,000,000	24,907
1506	Munising Ry.....	870,000	34,884	100.00	-----	-----
1508	Nn. Pac. R. R. ⁸	37,799,365	⁹ 24,476	38.89	59,399,879	⁹ 38,464
	[Line east of Montana.]					
1509	Duluth & Manit. R. R.....	2,000,000	9,518	39.21	3,101,000	14,758
1512	James Riv. Vy. R. R.....	1,000,000	15,686	50.95	963,000	15,106
1516	Little Falls & Sn. R. R.....	50,000	25,000	100.00	-----	-----
1519	St. P. & Nn. Pac. Ry.....	¹⁰ 6,250,000	32,468	42.60	8,423,000	43,756
1522	Chic. & Calumet Term. Ry.....	5,000,000	112,461	45.45	6,000,000	134,953
1523	N. Wn. Coal Ry.....	1,000,000	78,003	74.68	¹¹ 339,000	26,443
1524	Om. & St. L. Ry.....	(¹²)	-----	-----	(¹²)	-----
1525	Pawnee R. R.....	50,000	5,556	58.14	36,000	4,000
1527	Peoria & Pekin Un. Ry.....	1,000,000	55,127	25.04	2,994,000	165,049
1528	Peoria, Dec. & Evansv. Ry.....	8,838,800	28,442	60.68	5,728,728	18,433
1529	Port Arthur, Duluth & Wn. Ry. of Minn.	125,000	20,833	51.02	120,000	20,000
1531	Quin., Om. & Kans. Cy. Ry. ¹³	2,000,000	14,869	53.33	1,750,000	13,010
1532	Rice L., Dallas & Menomonic Ry....	60,000	8,000	50.00	60,000	8,000
1533	Rock I. & Peoria Ry.....	1,500,000	12,712	71.43	600,000	5,085
1534	Rockp., Lang. & Nn. Ry.....	55,000	9,821	68.75	25,000	4,464
1536	St. Jos. Term. R. R.....	300,000	294,118	46.15	350,000	343,137
1537	St. Jos. Un. Depot Co.....	9,000	6,040	9.00	91,000	61,075
1538	St. L. & En. Ry.....	300,000	14,807	61.40	188,572	5,692
1539	St. L. & Peoria R. R.....	280,000	21,756	100.00	-----	-----
1541	St. L. & Hann. Ry.....	462,000	4,485	42.31	630,000	6,116
1542	St. L., Bellev. & Sn. Ry.....	500,000	38,462	50.00	500,000	38,462
1543	St. L., Chic. & St. P. R. R.....	2,000,000	18,100	53.63	1,729,360	15,650
1544	St. L., Indpls. & En. R. R.....	740,900	8,232	44.31	931,000	10,344
1545	St. P. & Duluth R. R.....	9,453,058	56,775	75.91	3,000,000	18,018
1546	Duluth S. Line Ry.....	600,000	33,802	54.55	500,000	28,169
1548	St. Cloud, Grantsb. & Ashl. R. R....	29,210	2,434	100.00	-----	-----
1549	Stillwater & St. P. R. R.....	400,000	32,000	65.36	212,000	16,960
1550	Taylor's Falls & L. Sup. R. R.....	405,000	19,756	65.85	210,000	10,244

¹ Report of Receiver; no stock or bonds reported.² Report for period, December 5, 1895 to June 30, 1896.³ See page 336, No. 1240, for totals covering entire road.⁴ Report for six months ending June 30, 1896.⁵ Report for period, February 20 to June 30, 1896. Reorganization of Port Edw., Centralia & Nn. Ry.⁶ \$3,228,000 covered by an issue of the bonds of the Chic., Rock I. & Pac. Ry.⁷ Inserted to show relation of road following.⁸ See page 336, No. 1508, for totals covering entire road.⁹ On basis of 3,441.64 miles, which includes 1,234.01 miles of "proprietary companies," 265.12 miles of latter in Manitoba.¹⁰ Excludes \$750,000 apportioned "to other properties."¹¹ Excludes \$492,000 apportioned "to other properties."¹² In process of reorganization; no stock or bonds yet issued.¹³ Report of Trustees.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		No.
Proportion to total railway capital. 100× Col. 5 Col. 12	Designation.				Total railway capital.	Amount per mile of line.	
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Cols. 2+5	Cols. 3+6	
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
92.27	2,388,200				2,588,200	98,787	1476
50.00	1,000,000				2,000,000	1,000,000	1479
6.43	275,000				4,275,000	29,937	1480
42.86	600,000				1,400,000	12,500	1481
36.24	378,000				1,042,950	27,577	1482
84.03	600,000				714,000	21,000	1483
66.85	190,000				284,200	18,102	1484
					50,000	7,874	1487
							1488
61.23	7,108,444	491,911			12,412,467	59,464	1489
							1240
					150,000	2,521	1491
					66,500	4,650	1492
52.94	450,000				850,000	28,333	1493
60.00	1,380,000				2,300,000	25,000	1494
					125,000	7,716	1496
44.40	10,000,000				22,500,000	60,509	1497
					5,000,000	23,084	1498
83.33	150,000				180,000	61,224	1499
84.85	2,800,000				3,300,000	1,254,753	1501
							1276
38.10	4,000,000				10,500,000	65,380	1505
					870,000	34,884	1506
61.11	53,793,582	4,260,140		1,346,157	97,199,244	62,940	1508
60.79	3,101,000				5,101,000	24,276	1509
49.05	963,000				1,963,000	30,792	1512
					50,000	25,000	1516
57.40	8,423,000				14,673,000	76,224	1519
54.55	6,000,000				11,000,000	247,414	1522
25.32	339,000				1,339,000	104,446	1523
							1524
41.86	36,000				86,000	9,556	1525
74.95	2,994,000				3,994,000	220,176	1527
39.32	5,098,776		618,300	11,652	14,567,528	46,875	1528
48.98	120,000				245,000	40,833	1529
46.67	1,750,000				3,750,000	27,879	1531
50.00	60,000				120,000	16,000	1532
28.57	600,000				2,100,000	17,797	1533
31.25	25,000				80,000	14,285	1534
53.85	350,000				650,000	637,255	1536
91.00	91,000				100,000	67,115	1537
38.60	182,000			6,572	488,572	20,499	1538
					280,000	21,756	1539
57.69	380,000		250,000		1,092,000	10,601	1541
50.00	500,000				1,000,000	76,924	1542
46.37	1,254,000			475,360	3,729,360	33,750	1543
55.69	931,000				1,671,900	18,576	1544
24.09	3,000,000				12,453,058	74,793	1545
45.45	500,000				1,100,000	61,971	1546
					29,210	2,434	1548
34.64	212,000				612,000	48,960	1549
34.15	210,000				615,000	30,000	1550

¹ See page 314, note 6.

³ See page 314, note 10.

² See page 314, note 9.

⁴ See page 314, note 11.

GROUP VI.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2 Amount out- standing.	3 Amount per mile of line.	4 Proportion to total railway capital. 100×Col. 2 Col. 12	5 Amount out- standing. Cols. 8+9+10+11	6 Amount per mile of line.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1551	St. P. Un. Depot Co.....	350,000	62,167	46.67	400,000	71,048
1552	S. S. Marie Brg. Co.....	1,000,000	819,672	52.63	900,000	737,705
1553	Sioux Cy. & Nn. R. R.....	1,440,000	15,000	42.86	1,920,000	20,000
1560	Tabor & Nn. Ry.....	23,650	2,691	35.89	42,250	4,807
964	T. Haute & Indpls. R. R.: ¹					
1561	E. St. L. & Carondelet Ry.....	420,000	33,019	67.75	200,000	15,723
1562	St. L., Van. & T. Haute R. R.....	3,924,058	24,789	46.59	4,499,000	28,421
1563	T. Haute & Peoria R. R.....	3,764,200	25,924	63.53	2,161,000	14,883
1564	Tol., Peoria & Wn. Ry.....	4,076,900	17,672	42.96	5,411,836	23,458
973	Tol., St. L. & Kans. Cy. R. R. ²	6,791,804	37,839	63.03	3,982,295	22,187
	[Line in Illinois.]					
978	Wabash R. R. ³	35,620,326	32,622	38.30	⁴ 57,384,507	⁵ 48,097
	[Line west of Danville, Ill.]					
1570	La. & Pike Co. R. R. ⁶					
1572	Wabash, Chester & Wn. R. R.....	1,250,000	19,281	64.43	690,000	10,643
1574	Waukegan & Miss. Vy. Ry.....	60,000	⁷ 20,000	100.00		
1576	Win. & Wn. Ry.....	100,000	883	8.00	1,150,000	10,159
1577	Win. Brg. Ry.....	400,000	388,350	51.02	384,000	372,816
1578	Wis. & Chippewa Ry.....	75,000	4,076	100.00		
1579	Wis. & Mich. Ry.....	930,500	14,184	45.80	1,101,329	17,735
1580	Wis. Cent. Co.....	⁸ 3,600,308	13,996	20.02	⁹ 14,381,777	55,908
1581	Chic., Wis. & Minn. R. R.....	2,600,000	20,042	37.78	4,282,000	33,007
1582	Wis. Cent. R. R.....	11,435,500	26,743	51.82	10,631,009	24,862
1583	Milw. & L. Winn. R. R.....	¹⁰ 1,300,000	¹¹ 19,481	37.21	¹² 2,194,000	¹¹ 32,879
1584	Packw. & Mont. R. R.....	140,000	17,413	62.50	84,000	10,448

¹ Inserted to show relation of three roads following.² See page 336, No. 973, for totals covering entire road.³ See page 336, No. 978, for totals covering entire road.⁴ Includes bonds, \$100,000 of Boone Co. & Boonv. Ry., \$304,500 of Bruns. & Chillicothe, and \$577,000 of St. L., Coun. Bluffs & Om. R. Rs.⁵ On basis of 1,695.20 miles, which includes 101.20 miles of Boone Co. & Boonv. Ry., and Bruns. & Chillicothe and St. L., Coun. Bluffs & Om. R. Rs.⁶ Road owned by Pike County, Ill.; no capital reported.⁷ On basis of mileage operated; no mileage owned.⁸ Excludes \$10,974,017 stock, apportioned "to other properties."⁹ Excludes \$9,357,503 bonds, apportioned "to other properties."¹⁰ Excludes \$1,000,000, apportioned "to other properties."¹¹ On basis of 66.73 miles, which excludes mileage of branch line under construction.¹² Excludes \$389,125, apportioned "to other properties."

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital.	Amount per mile of line.	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Cols. 2+5	Cols. 3+6	
<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
53.33	400,000	-----	-----	-----	750,000	133,215	1551
47.37	900,000	-----	-----	-----	1,900,000	1,557,377	1552
57.14	1,920,000	-----	-----	-----	3,360,000	35,000	1553
64.11	40,000	-----	-----	2,250	65,900	7,498	1560
						964	
32.25	200,000	-----	-----	-----	620,000	48,742	1561
53.41	4,499,000	-----	-----	-----	8,423,058	53,210	1562
36.47	2,161,000	-----	-----	-----	5,925,200	40,807	1563
57.04	4,895,000	516,836	-----	-----	9,488,736	41,130	1564
36.97	3,584,065	398,230	-----	-----	10,774,099	60,026	973
61.70	57,384,507	-----	-----	-----	¹ 93,004,853	² 80,719	978
							1570
35.57	690,000	-----	-----	-----	1,940,000	29,924	1572
					60,000	³ 20,000	1574
92.00	1,150,000	-----	-----	-----	1,250,000	11,042	1576
48.98	384,000	-----	-----	-----	784,000	761,166	1577
					75,000	4,076	1578
54.20	930,000	-----	-----	171,329	2,031,829	31,919	1579
79.98	7,533,175	2,282,388	4,566,214	-----	⁴ 17,982,085	69,904	1580
62.22	2,860,000	382,000	1,040,000	-----	6,882,000	53,049	1581
48.18	3,727,500	1,589,009	5,314,500	-----	22,066,509	51,605	1582
62.79	1,430,000	244,000	520,000	-----	⁵ 3,494,000	⁶ 52,360	1583
37.50	84,000	-----	-----	-----	224,000	27,861	1584

¹ See page 316, note 4.

³ See page 316, note 7.

⁵ See page 316, notes 10 and 12.

² See page 316, note 5.

⁴ See page 316, notes 8 and 9.

⁶ See page 316, note 11.

GROUP VII.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Proportion to total railway capital. 100×Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
	Total—Group VII	<i>Dollars.</i> 180, 033, 023	<i>Dollars.</i> 17, 357	<i>Per cent.</i> 41. 71	<i>Dollars.</i> 251, 584, 713	<i>Dollars.</i> 24, 255
1586	Black H. & Ft. Pierre R. R.	500, 000	11, 908	100. 00	.....	.....
1587	Butte, Anaconda & Pac. Ry.	1, 000, 000	23, 809	37. 04	1, 700, 000	40, 476
1379	Chic. & N. Wn. Ry.: ¹					
1588	Frem., Elk. & Mo. Vy. R. R.	30, 370, 000	23, 352	79. 72	² 7, 725, 000	5, 940
1387	Chic., Burl. & Quin. R. R. ³ [Line west of Missouri Riv.]	49, 943, 628	14, 480	38. 78	78, 815, 474	22, 850
1419	Chic., St. P., Minneap. & Om. Ry. ⁴ .. [Line west of Missouri Riv.]	6, 521, 424	23, 934	56. 49	5, 024, 791	18, 442
1591	Gt. Falls & Can. Ry.	2, 000, 000	14, 884	50. 00	2, 000, 000	14, 884
1442	Gt. Nn. Ry. ⁵ [Line between Minot, N. Dak., and Idaho.]	(⁶)	.....	.....	(⁷)	.....
1443	St. P., Minneap. & Manit. Ry. ⁸ ... [Line between Minot, N. Dak., and Idaho.]	5, 087, 255	5, 377	19. 15	21, 471, 085	22, 694
1592	Mont. Cent. Ry.	5, 000, 000	19, 486	36. 50	8, 700, 000	33, 905
1694	Mo. Pac. Ry.: ¹					
1595	Pac. Ry. in Nebr.	1, 095, 800	15, 011	50. 02	1, 095, 000	15, 000
1508	Nn. Pac. R. R. ⁹ [Line in Idaho and Mon- tana.]	25, 108, 199	¹⁰ 24, 476	38. 89	39, 456, 323	¹⁰ 38, 464
1598	Hel. & Red Mtn. R. R.	400, 000	22, 026	50. 00	400, 000	22, 027
1599	Nn. Pac. & Mont. R. R.	5, 306, 100	14, 443	37. 50	8, 843, 000	24, 070
1602	Om. Brg. & Term. Ry.	5, 000, 000	215, 796	83. 33	¹¹ 1, 000, 000	43, 159
1603	Sioux Cy., O'Neill & Wn. Ry.	3, 600, 000	27, 872	60. 60	2, 340, 000	18, 117
1604	Un. Pac. Ry. ¹² [Union and Cheyenne Divs.]	24, 296, 287	21, 571	31. 24	¹³ 54, 776, 634	47, 460
1605	Lar., N. Park & Pac. R. R. & Tel. Co.	66, 500	4, 978	100. 00	.....	.....
1606	Brighton & Bould. Brh. R. R. ¹⁴...	.....	.....	.....	.....	.....
1607	Carb. Cut Off Ry.	280, 000	14, 690	100. 00	.....	.....
1608	Kear. & Black H. Ry.	1, 577, 280	23, 993	64. 66	862, 000	13, 112
1609	Mont. Un. Ry.	850, 000	¹⁵ 11, 768	100. 00	.....	.....
1611	Om. & Repub. Vy. Ry.	2, 420, 550	5, 021	28. 95	5, 941, 000	12, 325
1612	St. Jos. & Gr. I. R. R.	4, 600, 000	18, 322	34. 54	8, 721, 406	34, 738
1613	Kans. Cy. & Om. R. R.	4, 410, 000	22, 770	61. 91	2, 713, 000	14, 008

¹ Inserted to show relation of road following.² Excludes \$13,235,000 held by the Chic. & N. Wn. Ry., and covered by an issue of its own bonds.³ See page 336, No. 1387, for totals covering entire road.⁴ See page 336, No. 1419, for totals covering entire road.⁵ See page 336, No. 1442, for totals covering entire road.⁶ \$25,000,000, entire capital stock, apportioned "to other properties."⁷ \$15,000,000, entire funded debt, apportioned "to other properties."⁸ See page 336, No. 1443, for totals covering entire road.⁹ See page 336, No. 1508, for totals covering entire road.¹⁰ On basis of 3,441.64 miles, which includes 1,234.01 miles of "proprietary companies;" 265.12 miles of latter in Manitoba.¹¹ Bonds held in escrow for the stockholders of the construction company.¹² See page 336, No. 1604, for totals covering entire road.¹³ See page 319, note 5.¹⁴ Managed by Un. Pac. Ry. for the Trustees of the Kans. Pac. Consolidated Mortgage Bonds, who purchased the property under a decree of foreclosure.¹⁵ No mileage owned; on basis of 72.23 miles, "line operated under lease."

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
<i>Per cent.</i> 58.29	<i>Dollars.</i> 192,950,364	<i>Dollars.</i> 55,670,364	<i>Dollars.</i> 1,716,410	<i>Dollars.</i> 1,247,575	<i>Dollars.</i> 431,617,736	<i>Dollars.</i> 41,612	
62.96	1,700,000				500,000 2,700,000	11,908 64,285	1586 1587 1379
20.28	7,725,000				¹ 38,095,000	29,292	1588
61.22	57,462,073	21,353,401			128,759,102	37,330	1387
43.51	5,024,791				11,546,215	42,376	1419
50.00	2,000,000				4,000,000 (²)	29,768	1591 1442
80.85	21,471,085				26,558,340	28,071	1443
63.50	8,700,000				13,700,000	53,391	1592 1694
49.98	1,095,000				2,190,800	30,011	1595
61.11	35,732,344	2,829,795		894,184	64,564,522	³ 62,940	1508
50.00	400,000				800,000	44,053	1598
62.50	8,843,000				14,149,100	38,513	1599
16.67	1,000,000				⁴ 6,000,000	258,955	1602
39.40	2,340,000				5,940,000	45,989	1603
68.76	22,921,944	⁵ 31,487,168	14,131	353,391	⁶ 79,672,921	69,031	1604
					66,500	4,978	1605
							1606
					280,000	14,690	1607
35.34	862,000				2,439,280	37,105	1608
					850,000	⁷ 11,768	1609
71.05	5,941,000				8,361,550	17,346	1611
65.46	7,019,127		1,702,279		13,321,406	53,060	1612
38.09	2,713,000				7,123,000	36,778	1613

¹ See page 318, note 2.

² See page 318, notes 6 and 7.

³ See page 318, note 10.

⁴ See page 318, note 11.

⁵ Includes group portion of amount apportioned "to railroads" of United States currency 6 per cent bonds and interest, \$53,160,553.

⁶ Excludes group portion of \$68,488,494, "total railway capital" apportioned "to other properties."

⁷ See page 318, note 15.

GROUP VIII.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Propor- tion to total railway capital. 100× Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
	Total—Group VIII	<i>Dollars.</i> 631,709,196	<i>Dollars.</i> 28,919	<i>Per cent.</i> 50.21	<i>Dollars.</i> 626,434,742	<i>Dollars.</i> 28,677
1614	Ark. & Choctaw Ry. ¹	70,000	15,556	100.00	-----	-----
1616	Ark. Midl. R. R.	1,625,000	21,959	92.43	133,000	1,797
1617	Ark. Sn. R. R.	160,000	6,957	79.38	41,573	1,807
1349	Atch., Top. & S. Fe Ry. ²	³ 152,173,899	⁴ 26,512	59.84	³ 102,135,248	⁵ 24,397
	[Line west of Kans. Cy., Mo.]					
1621	Atl. & Pac. R. R. ⁶	12,981,541	115,855	70.16	⁷ 5,520,166	49,265
	[Central Division.]					
1622	Colo. Midl. R. R.	8,000,600	29,209	40.78	11,621,095	42,426
1623	Busk Tun. Ry.	10,000	3,448	.08	1,250,000	431,034
1624	Manh., Al. & Bgame. Ry.	1,000,000	17,662	74.68	⁸ 339,000	5,987
1625	St. L. & San Fran. Ry.	26,359,300	26,560	38.34	⁹ 42,387,426	¹⁰ 40,529
1627	Ft. Smith & Van Buren Brg. Co.	500,000	¹¹ 1,470,588	59.88	335,000	¹² 985,294
1628	Kans. Cy. & S. Wn. R. R.	1,238,800	20,026	62.48	744,000	12,027
1629	Kans. Midl. Ry.	3,004,200	28,137	52.85	2,680,000	25,101
1633	St. L., Kans. & S. Wn. R. R.	1,180,000	19,882	57.00	890,000	14,996
1634	St. L., Salem & Ark. Ry.	1,100,000	20,370	57.60	810,000	15,000
1635	St. L., Kans. Cy. & Colo. R. R.	1,600,000	28,100	53.68	1,381,000	24,254
1636	Wich. & Wn. Ry.	1,035,000	8,303	51.99	¹² 956,000	7,669
1639	Brownwood & N. Wn. Ry. ¹³	49,200	4,920	100.00	-----	-----
1642	Chester, Perryv., S. Genevieve & Farm. R. R.	192,000	9,816	49.48	196,000	10,020
1367	Chic. & Alt. R. R.: ¹⁴					
1369	Kans. Cy., St. L. & Chic. R. R. ¹⁵	1,328,563	12,494	100.00	(¹⁶)	-----
	[Line west of Missouri Riv.]					
1643	Chic. & Atch. Brg. Co.	1,191,600	¹⁷ 3,404,571	56.30	924,750	¹⁷ 2,642,143
1415	Chic., Rock I. & Pac. Ry. ¹⁸	27,208,760	16,022	44.26	¹⁹ 34,260,895	20,175
	[Line west of Missouri Riv.]					
1644	Choctaw, Oklahoma & Gulf R. R.	²⁰ 6,009,764	27,317	65.29	²⁰ 3,194,501	14,520
1646	Crystal Ry.	30,000	8,571	100.00	-----	-----
1649	Denver & Rio G. R. R.	61,650,000	37,919	58.84	43,136,000	26,532
1651	Rio G. Gunnison Ry.	500	52	.50	100,000	10,428
1652	Rio G. Jctn. Ry.	2,000,000	32,217	51.94	1,850,000	29,802
1653	Denver, Lakewood & Golden R. R.	1,000,000	50,000	61.46	627,000	31,350
1654	Eureka Spgs. Ry.	499,600	27,005	33.32	1,000,000	54,054
1655	Excelsior Spgs. R. R.	150,000	15,839	50.00	150,000	15,839
1656	Flor. & Cripple Ck. R. R.	1,000,000	23,923	50.00	1,000,000	23,923
1660	Ham. & Kingst. R. R.	9,600	1,371	32.43	20,000	2,857
1663	Houck's Mo. & Ark. R. R.	135,000	10,311	52.94	120,000	9,231
1664	Hutchinson & Sn. R. R.	7,320,000	89,052	100.00	(²¹)	-----
1666	Kans. Cy. Belt Ry.	100,000	10,000	4.76	2,000,000	200,000
1667	Kans. Cy., Ft. Scott & Memph. R. R.	12,747,000	17,996	41.85	17,704,000	24,997
1668	Current Riv. R. R.	1,606,000	19,597	50.00	1,606,000	19,597
1669	Kans. Cy. & Memph. Ry. & Brg. Co.	3,000,000	1,034,483	50.00	3,000,000	1,034,483
1670	Kans. Cy., Clinton & Springf. Ry.	1,775,400	10,917	35.32	3,250,000	19,984

¹ Report for period, August 31, 1895 to June 30, 1896.² See page 336, No. 1349, for totals covering entire road.³ The funded debt and capital stock include issues for the acquisition, by purchase or exchange, of the stocks and bonds of other roads forming part of the system, and the apportionment per mile is made upon that basis.⁴ On basis of 8,806.97 miles. See note 3.⁵ Mortgage bonds, miscellaneous obligations, and income bonds on basis of 6,627.70, and equipment trust obligations on basis of 4,549.89 miles. See note 3.⁶ See page 336, No. 1621, for totals covering entire road.⁷ Excludes \$2,700,000 covered by funded debt of Atch., Top. & S. Fe Ry., and \$2,297,000 covered by funded debt of St. L. & San Fran. Ry.⁸ Excludes \$339,000 held by Atch., Top. & S. Fe Ry., and covered by an issue of its own bonds.⁹ See note 8.¹⁰ On basis of 1,045.85 miles, which includes 53.44 miles of proprietary companies.¹¹ Road is .34 mile long; figures are on basis of 1 mile.¹² Excludes \$791,000. See note 8.¹³ Report for six months ending June 30, 1896.¹⁴ Inserted to show relation of road following.¹⁵ See page 336, No. 1369, for totals covering entire road.¹⁶ Included in funded debt of Chic. & Alt. R. R.¹⁷ Road is .35 mile long; figures are on basis of 1 mile.¹⁸ See page 336, No. 1415, for totals covering entire road.¹⁹ Excludes group portion of \$4,593,000, apportioned "to other properties."²⁰ Excludes \$1,000,000 apportioned "to other properties."²¹ Bonds unsold; pledged to Un. Pac. Ry. as security for a loan of \$768,500.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		No.
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital.	Amount per mile of line.	
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Cols. 2+5.	Cols. 3+6	
Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
49.79	514,082,510	62,872,079	44,509,055	4,971,098	1,258,143,938	57,596	
					70,000	15,556	1614
7.57	133,000				1,758,000	23,756	1616
20.62	40,000			1,573	201,573	8,764	1617
40.16	68,349,679		32,421,739	1,363,830	¹ 254,309,147	² 50,909	1349
29.84	3,270,377		2,249,789		³ 18,501,707	165,120	1621
59.22	11,244,095			377,000	19,621,695	71,635	1622
99.92	1,250,000				1,260,000	434,482	1623
25.32	339,000				⁴ 1,339,000	23,649	1624
61.66	42,384,300			3,126	⁵ 68,746,726	⁶ 67,089	1625
40.12	335,000				835,000	⁷ 2,455,882	1627
37.52	744,000				1,982,800	32,053	1628
47.15	1,608,000		1,072,000		5,684,200	53,238	1629
43.00	890,000				2,070,000	34,878	1633
42.40	810,000				1,910,000	35,370	1634
46.32	1,381,000				2,981,000	52,354	1635
48.01	956,000				⁸ 1,991,000	15,972	1636
					49,200	4,920	1639
50.52	196,000				388,000	19,836	1642
							1367
					⁹ 1,328,560	12,494	1369
43.70	924,750				2,116,350	¹⁰ 6,046,714	1643
55.74	31,608,165	2,652,730			¹¹ 61,469,655	36,197	1415
34.71	2,995,809		4,974	193,718	¹² 9,204,265	41,837	1644
					30,000	8,571	1646
41.16	43,136,000				104,786,000	64,451	1649
99.50	100,000				100,500	10,480	1651
48.06	1,850,000				3,850,000	62,019	1652
38.54	627,000				1,627,000	81,350	1653
66.68	500,000		500,000		1,499,600	81,059	1654
50.00	150,000				300,000	31,678	1655
50.00	1,000,000				2,000,000	47,846	1656
67.57		20,000			29,600	4,228	1660
47.06	120,000				255,000	19,542	1663
					¹³ 7,320,000	89,052	1664
95.24	2,000,000				2,100,000	210,000	1666
58.15	16,623,000	320,000		761,000	30,451,000	42,993	1667
50.00	1,606,000				3,212,000	39,194	1668
50.00	3,000,000				6,000,000	2,068,966	1669
64.68	3,250,000				5,025,400	30,901	1670

¹ See page 320, note 3.³ See page 320, note 7.⁵ See page 320, note 9.⁷ See page 320, note 11.⁹ See page 320, note 16.¹¹ See page 320, note 19.² See page 320, notes 4 and 5.⁴ See page 320, note 8.⁶ See page 320, note 10.⁸ See page 320, note 12.¹⁰ See page 320, note 17.¹² See page 320, note 20.¹³ See page 320, note 21.

GROUP VIII.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2			3		4		5		6	
		STOCKS.			FUNDED DEBT.							
		Amount out- standing.	Amount per mile of line.	Proportion to total railway capital. 100×Col. 2 Col. 12	Amount out- standing.	Amount per mile of line.						
							Cols. 8+9+10+11					
		Dollars.	Dollars.	Per cent.	Dollars.	Dollars.						
1671	Kans. Cy. N. Wn. R. R.	3,500,000	24,823	.....	935,681	6,636						
1672	Kans. Cy. & Beatrice Ry.	(¹)	.....	.....	(¹)	.....						
1673	Kans. Cy., Osceola & Sn. Ry.	2,000,000	18,519	50.00	2,000,000	18,519						
1674	Kans. Cy., Pittsb. & Gulf R. R.	11,591,000	39,896	50.00	11,591,000	39,896						
1676	Texarkana & Ft. Smith Ry.	100,000	1,055	3.93	2,443,000	25,770						
1678	Kans. Cy. Suburban Belt R. R.	² 2,251,700	140,819	56.27	1,750,000	109,443						
1680	Kans. Cy. & Indep. Air Line R. R.	500,000	76,219	50.00	500,000	76,219						
1681	Leav., Top. & S. Wn. Ry.	(³)	.....	.....	(³)	.....						
1683	Little Rock & Memph. R. R.	(⁴)	.....	.....	32,400	247						
1686	Manitou & Pikes Peak Ry.	500,000	56,180	50.00	500,000	56,180						
1687	Midl. Term. Ry.	1,000,000	34,014	49.02	1,040,000	35,374						
1689	Miss. Riv. & Bonne T. Ry.	600,000	12,640	54.55	500,000	10,533						
1691	Mo., Kans. & Tex. Ry. ⁶ [Line north of Denison, Tex.]	37,152,757	37,186	49.26	38,270,934	38,305						
1692	Denison & Washita Vy. Ry.	305,000	14,259	23.37	1,000,000	46,751						
1693	Kans. Cy. & Pac. Ry.	2,500,000	19,222	50.00	2,500,000	19,222						
1675	Mo., Kans. & En. Ry. ⁶	.....	.....	.....	.....	.....						
1694	Mo. Pac. Ry.	47,442,250	44,732	43.27	62,268,000	58,710						
1695	Boonv., St. L. & Sn. Ry.	250,000	5,685	38.46	400,000	9,097						
1698	Kanop. & Kans. Cent. Ry.	300,000	21,186	57.14	225,000	15,890						
1699	Kans. & Colo. Pac. Ry.	25,498,100	17,591	52.00	23,532,000	16,235						
1700	Pueb. & State Line R. R.	1,550,000	10,189	40.58	2,270,000	14,922						
1701	Kans. Cy. & S. Wn. Ry. (of Mo.)	207,000	10,000	33.72	407,000	19,662						
1702	Kans. Cy. & S. Wn. Ry. (of Kans.)	276,000	10,222	33.42	550,000	20,370						
1703	Kans. S. Wn. Ry.	397,440	15,955	51.65	372,000	14,934						
1704	Le Roy & Caney Vy. Air Line R. R.	540,000	10,429	50.94	520,000	10,042						
1707	Rooks Co. R. R.	500,000	27,397	64.52	275,000	15,068						
1708	St. L., Oak H. & Carondelet Ry.	400,000	63,492	50.00	400,000	63,492						
1709	Cent. Brh. Un. Pac. R. R.	1,000,000	10,000	14.38	5,953,110	59,531						
1710	Atch., Colo. & Pac. R. R.	1,522,400	5,975	27.22	⁷ 4,070,000	15,974						
1711	Atch., Jew. Co. & Wn. R. R.	202,400	6,060	27.19	542,000	16,228						
1712	Kans. Cy., Law. & Wich. R. R.: ⁸	.....	.....	.....	.....	.....						
1713	Law. & Emp. Ry.	465,000	15,176	50.00	465,000	15,176						
1714	St. L., Iron Mtn. & Sn. Ry.	25,788,925	18,049	34.48	49,006,717	34,297						
1715	Kans. & Ark. Vy. Ry.	1,706,400	10,000	33.34	3,412,000	19,995						
1716	Little Rock & Ft. Smith Ry.	4,505,309	26,679	65.79	2,342,727	13,873						
1717	Little Rock Jctn. Ry.	400,000	⁹ 677,966	47.90	435,000	⁹ 737,288						
1718	Ark. & La. Ry.	512,000	20,047	57.14	384,000	15,035						
1722	Mo. Sn. R. R.	80,000	3,296	100.00	.....	.....						
1724	Pine Bluff & En. R. R.	600,000	30,000	75.00	200,000	10,000						
1725	Prescott & N. Wn. R. R.	30,000	2,308	100.00	.....	.....						
1727	Rio G. Sn. R. R.	4,510,000	25,000	50.00	4,510,000	25,000						
1728	St. Clair, Mad. & St. L. Belt R. R.	900,000	321,428	64.29	500,000	178,571						
1729	St. L., Cape Gir. & Ft. Smith Ry.	1,150,000	12,234	60.02	766,000	8,149						
1730	St. L., Kennett & Sn. R. R.	430,000	9,773	52.76	385,000	8,750						
1731	St. L. S. Wn. Ry.	36,500,000	62,639	56.44	28,173,844	48,351						
1732	Paragould S. En. Ry.	50,000	4,429	50.00	50,000	4,429						
1733	St. L. Tr. Ry.	199,800	31,445	100.00	.....	.....						
1734	Searcy & W. Pt. R. R.	75,000	9,446	100.00	.....	.....						
1735	Silverton R. R.	350,000	15,909	45.16	425,000	19,318						
1736	Silverton Nn. R. R. ¹⁰	20,600	10,300	34.00	40,000	20,000						
1738	Stuttgart & Ark. Riv. R. R.	(¹¹)	.....	.....	(¹¹)	.....						
1739	Term. R. R. Assn. of St. L.	1,441,200	1,067,556	11.13	11,500,000	8,518,518						
1740	St. L. Brg. Co.	7,990,000	6,549,180	61.51	5,000,000	4,098,361						
1741	Tunnel R. R. of St. L.	1,250,000	¹² 1,329,787	100.00	.....	.....						
1742	St. L. Merchants Brg. Term. Ry.	2,939,500	395,094	45.65	3,500,000	470,430						

¹ In process of reorganization; no stock or bonds reported.² Excludes \$2,498,300, apportioned "to other properties."³ Report of Receivers; no stock or bonds reported.⁴ Report of Receivers; no stock reported.⁵ See page 336, No. 1691, for totals covering entire road.⁶ Report for period, July 1, 1895 to June 1, 1896. Merged in Mo., Kans. & Tex. Ry.⁷ Includes \$3,723,110 United States subsidy bonds and interest.⁸ Files no report; inserted to show relation of road following.⁹ Road is .59 mile long; figures are on basis of 1 mile.¹⁰ Report for period, November 4, 1895 to June 30, 1896.¹¹ Report of Receiver; no stock or bonds reported.¹² Road is .94 mile long; figures are on basis of 1 mile.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	485,000			450,681	4,435,681	31,459	1671
							1672
50.00	2,000,000				4,000,000	37,038	1673
50.00	11,591,000				23,182,000	79,792	1674
96.07	2,443,000				2,543,000	26,825	1676
43.73	1,750,000				¹ 4,001,700	250,262	1678
50.00	500,000				1,000,000	152,438	1680
							1681
100.00	32,400				32,400	247	1683
50.00	500,000				1,000,000	112,360	1686
50.98	1,000,000			40,000	2,040,000	69,388	1687
45.45	500,000				1,100,000	23,173	1689
50.74	38,270,934				75,423,691	75,491	1691
76.63	1,000,000				1,305,000	61,010	1692
50.00	2,500,000				5,000,000	38,444	1693
							1675
56.73	30,000,000	32,268,000			109,710,250	103,442	1694
61.54	400,000				650,000	14,782	1695
42.86	225,000				525,000	37,076	1698
48.00	23,532,000				49,030,100	33,826	1699
59.42	2,270,000				3,820,000	25,111	1700
66.28	407,000				614,000	29,662	1701
66.58	550,000				826,000	30,592	1702
48.35	372,000				769,440	30,889	1703
49.06	520,000				1,060,000	20,471	1704
35.48	275,000				775,000	42,465	1707
50.00	400,000				800,000	126,984	1708
85.62	1,600,000	4,353,110			6,953,110	69,531	1709
72.78	4,070,000				² 5,592,400	21,949	1710
72.81	542,000				744,400	22,288	1711
							1712
50.00	465,000				930,000	30,352	1713
65.52	42,734,934	4,744,000	132,283	1,395,500	74,795,642	52,346	1714
66.66	3,412,000				5,118,400	29,995	1715
34.21	2,342,727				6,848,036	40,552	1716
52.10	435,000				835,000	³ 1,415,254	1717
42.86	384,000				896,000	35,082	1718
					80,000	3,296	1722
25.00	200,000				800,000	40,000	1724
					30,000	2,308	1725
50.00	4,510,000				9,020,000	50,000	1727
35.71	500,000				1,400,000	499,999	1728
39.98	646,000		120,000		1,916,000	20,383	1729
47.24	385,000				815,000	18,523	1730
43.56	20,000,000		8,000,000	173,844	64,673,844	110,990	1731
50.00	50,000				100,000	8,858	1732
					199,800	31,445	1733
					75,000	9,446	1734
54.84	425,000				775,000	35,227	1735
66.00	40,000				60,600	30,300	1736
							1738
88.87	11,500,000				12,941,200	9,586,074	1739
38.49	5,000,000				12,990,000	10,647,541	1740
					1,250,000	⁴ 1,329,787	1741
54.35	3,500,000				6,439,500	865,524	1742

¹ See page 322, note 2.

³ See page 322, note 9.

² See page 322, note 7.

⁴ See page 322, note 12.

GROUP VIII.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1	2	3	4	5	6
	Abbreviated name of road.	STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Proportion to total railway capital. 100×Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Percent.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Term. R. R. Assn. of St. L.—Contd. St. L. Merchants Brg. Term. Ry.— Continued.					
1743	Mad., Ill. & St. L. Ry.....	(¹)	-----	-----	(¹)	-----
1744	St. L. Merchants Brg. Co.....	1,500,000	731,707	42.86	2,000,000	975,610
1745	Texarkana & Shrevept. R. R.....	176,000	6,069	100.00	-----	-----
1746	Ultima T., Arkadel. & Miss. R. R.....	(²)	-----	-----	(²)	-----
1604	Un. Pac. Ry. ³ [Kans. Div. and Leaven- worth Brh.]	14,570,848	21,571	31.25	⁴ 32,058,675	47,460
1748	Denver, Leadv. & Gunnison Ry.....	(⁵)	-----	-----	(⁵)	-----
1749	Jctn. Cy. & Ft. Kear. Ry.....	1,056,100	12,001	48.07	1,141,000	12,966
1750	Kans. Cent. R. R.....	1,348,000	8,152	50.04	1,346,000	8,140
1751	Sal. & S. Wn. Ry.....	288,400	8,131	34.82	540,000	15,224
1752	Solomon R. R.....	1,108,850	19,440	65.85	575,000	10,081
1755	Un. Pac., Denver & Gulf Ry.....	33,837,093	36,971	60.13	22,436,000	24,513
1756	Un. Pac., Line. & Colo. Ry.....	2,309,800	10,250	34.52	4,380,000	19,436
1757	White & Black Riv. Vy. Ry.....	323,000	5,047	53.74	278,000	4,344
1758	Williamsv., Greenv. & St. L. Ry.....	170,000	6,800	31.19	375,000	15,000

¹ Road is owned by St. L. Merchants Brg. Term. Ry.; no stock or bonds issued.² No stock or bonds yet issued.³ See page 336, No. 1604, for totals covering entire road.⁴ See page 325, note 1.⁵ Report of Receiver; no stock or bonds reported.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
57.14	2,000,000				3,500,000	1,707,317	1743
					176,000	6,069	1744
68.75	13,415,340	¹ 18,428,239	8,270	206,826	² 46,629,523	69,031	1745
							1746
51.93	1,141,000				2,197,100	24,967	1604
49.96	1,346,000				2,694,000	16,292	1748
65.18	540,000				828,400	23,355	1749
34.15	575,000				1,683,850	29,521	1750
59.87	22,346,000	86,000		4,000	56,273,093	61,484	1751
65.48	4,380,000				6,689,800	29,686	1752
46.26	278,000				601,000	9,391	1755
68.81	375,000				545,000	21,800	1756
							1757
							1758

¹ Includes group portion of amount apportioned "to railroads" of United States currency 6 per cent bonds and interest, \$53,160,553.

² Excludes group portion of \$68,488,494, "total railway capital" apportioned "to other properties."

GROUP IX.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Proportion to total railway capital. 100×Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
	Total—Group IX	<i>Dollars.</i> 234, 522, 170	<i>Dollars.</i> 22, 287	<i>Per cent.</i> 47. 32	<i>Dollars.</i> 261, 106, 484	<i>Dollars.</i> 24, 813
1760	Aransas Harb. Term. Ry. ¹	10, 000	3, 125	29. 41	24, 000	7, 500
1349	Atch., Top. & S. Fe Ry. ²	³ 28, 049, 169	⁴ 26, 512	52. 44	³ 25, 447, 024	⁵ 24, 052
	[Line south of Red Riv.]					
1761	Gulf, Colo. & S. Fe Ry.	4, 560, 000	4, 310	100. 00	(⁶)	.....
1415	Chic., Rock I. & Pac. Ry.: ⁷					
1764	Chic., Rock I. & Tex. Ry.	⁸ 7, 520	82	. 55	1, 365, 000	14, 837
1765	De Kalb & Red Riv. R. R.	10, 000	872	100. 00	.....	.....
1766	E. La. R. R.	339, 800	7, 848	100. 00	.....	.....
1768	Ft. Wor. & Rio G. Ry.	3, 108, 100	21, 264	51. 54	2, 923, 000	19, 997
1770	Galv., Houston & Hend. R. R. of 1882.	1, 000, 000	20, 000	33. 33	2, 000, 000	40, 000
1771	Galv., La Porte & Houston Ry.	(⁹)	.....	.....	(⁹)	.....
1773	Gulf, Beaumont & Kans. Cy. Ry.	500, 000	8, 305	46. 94	565, 211	9, 389
1775	Hearne & Brazos Vy. R. R.	52, 870	3, 220	100. 00	.....	.....
1777	Houston E. & W. Tex. Ry.	1, 920, 000	10, 000	33. 33	3, 840, 000	20, 000
1778	Houston & Shrevept. R. R.	(¹⁰)	.....	.....	(¹⁰)	.....
1779	Internat. & Gt. Nn. R. R.	9, 755, 000	12, 581	34. 86	18, 230, 372	23, 511
1780	Jackson R. R.	30, 000	6, 000	100. 00	.....	.....
1781	Kans. Cy., Watkins & Gulf Ry.	1, 967, 400	20, 000	50. 00	1, 967, 400	20, 000
1788	Mansf. Ry. & Transp. Co.	14, 500	7, 250	100. 00	.....	.....
1790	Minden R. R.	39, 350	7, 495	100. 00	.....	.....
1691	Mo., Kans. & Tex. Ry. ¹¹	31, 309, 743	37, 186	49. 26	32, 252, 066	38, 305
	[Line south of Denison, Tex.]					
1791	Wich. Falls Ry.	20, 000	1, 114	7. 49	247, 000	13, 753
1792	Sherman, Shrevept. & Sn. Ry.	2, 751, 800	17, 981	31. 44	6, 000, 000	39, 205
1793	Natchez, Red Riv. & Tex. R. R.	(¹²)	.....	.....	(¹²)	.....
1794	Natchitoches & Red Riv. Vy. Ry.	100, 000	6, 250	51. 02	96, 000	6, 000
1795	N. O. & N. Wn. Ry.	4, 500, 000	44, 118	75. 00	1, 500, 000	14, 706
1801	Paris, Marsh. & Sab. Pass Ry.	(¹³)	.....	.....	(¹³)	.....
1803	Pecos Vy. Ry.	2, 230, 000	20, 297	48. 73	2, 346, 000	21, 353
1804	Pecos Riv. R. R.	691, 200	12, 769	49. 82	696, 000	12, 858
1805	Rio G. R. R.	255, 200	11, 342	77. 28	75, 000	3, 333
1806	Rio G. & Eagle Pass Ry.	600, 000	21, 922	50. 08	598, 000	21, 848
1807	Rio G. Nn. Ry.	50, 000	1, 923	12. 19	360, 000	13, 846
1810	St. L., Avoyelles & S. Wn. Ry.	720, 000	20, 000	66. 41	364, 100	10, 114
1731	St. L. S. Wn. Ry.: ¹⁴					
1811	St. L. S. Wn. Ry. of Tex.	2, 500, 000	4, 531	93. 10	¹⁵ 185, 249	336
1812	Tyler S. En. Ry.	250, 000	2, 822	100. 00	(¹⁶)	.....
1813	San Ant. & Aransas Pass Ry.	5, 000, 000	7, 274	22. 02	17, 712, 048	25, 767
1816	Sn. Pac. Co. ¹⁷	9, 613, 678	¹⁸ 22, 668	100. 00	(¹⁹)	.....
	[Line in Louisiana.]					
1817	Iberia & Vermilion R. R.	300, 000	18, 599	48. 23	322, 000	19, 963
1818	La. Wn. R. R.	3, 360, 000	22, 800	60. 00	2, 240, 000	15, 199
1819	Morgan's La. & Tex. R. R.	15, 000, 000	57, 747	65. 95	7, 745, 716	29, 819
1820	Austin & N. Wn. R. R.	1, 016, 000	9, 395	34. 60	1, 920, 000	17, 755
1821	Cent. Tex. & N. Wn. Ry.	200, 000	16, 181	52. 64	180, 000	14, 563

¹ Report for period, January 23 to June 30, 1896.² See page 336, No. 1349, for totals covering entire road.³ The funded debt and capital stock include issues for the acquisition, by purchase or exchange, of the stocks and bonds of other roads forming part of the system, and the apportionment per mile is made upon that basis.⁴ On basis of 8,806.97 miles. See note 3.⁵ Mortgage bonds, miscellaneous obligations and income bonds on basis of 6,627.70, and equipment trust obligations on basis of 4,549.89 miles. See note 3.⁶ Covered by funded debt of Atch., Top. & S. Fe Ry.⁷ Inserted to show relation of road following.⁸ Represents amount paid on subscription; no stock yet issued.⁹ Report of Receiver; no stock or bonds reported.¹⁰ Road is owned by Joseph Richardson; no stock or bonds issued.¹¹ See page 336, No. 1691, for totals covering entire road.¹² Road in hands of United States court; no stock or bonds reported.¹³ Road sold at foreclosure October 7, 1892. No stock or bonds issued under reorganization.¹⁴ Inserted to show relation of two roads following.¹⁵ Excludes \$14,167,500 held by St. L. S. Wn. Ry., and covered by an issue of its own bonds.¹⁶ Funded debt, \$990,000, held by St. L. S. Wn. Ry., and covered by an issue of its own bonds.¹⁷ See page 336, No. 1816, for totals covering entire road.¹⁸ On basis of 5,337.73 miles operated, exclusive of trackage rights; no mileage owned.¹⁹ \$2,644,000, entire bonds, apportioned "to other properties."

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
52.68	224,541,403	1,340,136	34,411,658	813,287	495,628,654	47,100	
70.59	24,000	.....	.....	.....	34,000	10,625	1760
47.56	17,259,814	.....	8,187,210	.....	¹ 53,496,193	² 50,564	1349
.....	.....	.....	.....	.....	4,560,000	4,310	1761
99.45	1,365,000	.....	.....	.....	³ 1,372,520	14,919	1764
.....	.....	.....	.....	.....	10,000	872	1765
48.46	2,923,000	.....	.....	.....	339,800	7,848	1766
66.67	2,000,000	.....	.....	.....	6,031,100	41,261	1768
.....	.....	.....	.....	.....	3,000,000	60,000	1770
53.06	551,000	.....	.....	14,211	1,065,211	17,694	1771
66.67	3,840,000	.....	.....	.....	52,870	3,220	1773
.....	.....	.....	.....	.....	5,760,000	30,000	1775
65.14	17,980,887	249,485	.....	.....	.....	.....	1777
.....	.....	.....	.....	.....	27,985,372	36,092	1778
50.00	1,967,400	.....	.....	.....	30,000	6,000	1779
.....	.....	.....	.....	.....	3,934,800	40,000	1780
.....	.....	.....	.....	.....	14,500	7,250	1781
50.74	32,252,066	.....	.....	.....	39,350	7,495	1788
.....	.....	.....	.....	.....	63,561,809	75,491	1790
92.51	247,000	.....	.....	.....	267,000	14,867	1691
68.56	6,000,000	.....	.....	.....	8,751,800	57,186	1791
.....	.....	.....	.....	.....	.....	.....	1792
48.98	96,000	.....	.....	.....	196,000	12,250	1793
25.00	1,500,000	.....	.....	.....	6,000,000	58,824	1794
.....	.....	.....	.....	.....	.....	.....	1795
51.27	2,346,000	.....	.....	.....	4,576,000	41,650	1801
50.18	696,000	.....	.....	.....	1,387,200	25,627	1803
22.72	55,000	20,000	.....	.....	330,200	14,675	1804
49.92	.....	.....	598,000	.....	1,198,000	43,770	1805
87.81	360,000	.....	.....	.....	410,000	15,769	1806
33.59	360,000	.....	.....	4,100	1,084,100	30,114	1807
.....	.....	.....	.....	.....	.....	.....	1810
6.90	.....	.....	.....	185,249	⁴ 2,685,249	4,867	1731
77.98	17,420,000	.....	.....	292,048	⁵ 250,000	2,822	1811
.....	.....	.....	.....	.....	22,712,048	33,041	1812
51.77	322,000	.....	.....	.....	⁶ 9,613,678	⁷ 22,668	1813
40.00	2,240,000	.....	.....	.....	622,000	38,562	1816
34.05	7,745,716	.....	.....	.....	5,600,000	37,999	1817
65.40	1,920,000	.....	.....	.....	22,745,716	87,566	1818
47.36	180,000	.....	.....	.....	2,936,000	27,150	1819
.....	.....	.....	.....	.....	380,000	30,744	1820
.....	.....	.....	.....	.....	.....	.....	1821

¹ See page 326, note 3.

² See page 326, notes 4 and 5.

³ See page 326, note 8.

⁴ See page 326, note 15.

⁵ See page 326, note 19.

⁶ See page 326, note 18.

⁷ See page 326, note 18.

GROUP IX.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Propor- tion to total railway capital. 100×Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Sn. Pac. Co.—Continued. [Line in Louisiana.]					
1822	Galv., Harrisb. & San Ant. Ry.....	27, 084, 400	29, 458	50. 60	26, 435, 840	28, 747
1823	Gulf, Wn. Tex. & Pac. Ry.....	500, 000	4, 496	18. 35	2, 224, 000	20, 000
1824	Houston & Tex. Cent. R. R.....	10, 000, 000	22, 097	38. 10	16, 249, 420	35, 906
1825	Ft. Wor. & N. O. Ry.....	300, 000	7, 490	29. 73	709, 000	17, 702
1826	N. Y., Tex. & Mexican Ry.....	630, 040	6, 924	29. 33	1, 518, 000	16, 681
1827	Tex. & N. O. R. R.....	5, 000, 000	23, 360	44. 63	6, 201, 099	29, 396
1808	Tex. Transp. Co. ¹					
1828	Sugar Land Ry.....	142, 000	10, 000	100. 00		
1829	Teche R. R. & Sugar Co.....	(²)			(²)	
1830	Tex. & Pac. Ry.....	38, 710, 900	27, 884	41. 59	³ 54, 379, 704	39, 170
1831	El Paso Nn. Ry.....	20, 000	1, 984	100. 00		
1832	Tex. Cent. R. R.....	3, 973, 900	22, 708	88. 83	500, 000	2, 857
1834	Tex., La. & En. R. R.....	(⁴)			(⁴)	
1835	Tex. Mexican Ry.....	2, 500, 000	15, 409	51. 65	2, 340, 000	14, 423
1836	Tex. Midl. R. R.....	500, 000	6, 640	35. 72	900, 000	11, 952
1837	Tex., Sab. Vy. & N. Wn. Ry.....	(²)			(²)	
1840	Tex. Trunk R. R.....	(²)			(²)	
1604	Un. Pac. Ry.: ⁵					
1755	Un. Pac., Denver & Gulf Ry.: ⁶					
1843	Ft. Wor. & Denver Cy. Ry.....	9, 375, 000	20, 631	52. 94	8, 336, 000	18, 345
1844	Ft. Wor. & Denver Term. Ry..	200, 000	29, 070	50. 00	200, 000	29, 070
1845	Pan Handle Ry.....	290, 000	19, 945	56. 32	225, 000	15, 475
1846	Velasco Term. Ry.....	343, 100	17, 155	46. 17	400, 000	20, 000
1847	Vicksb., Shrevept. & Pac. R. R.....	1, 601, 500	8, 500	17. 10	7, 767, 235	41, 223
1848	Waco & N. Wn. R. R.....	(²)			(²)	
1849	Weatherf., Minl. Wells & N. Wn. Ry	500, 000	21, 739	50. 00	500, 000	21, 739
1851	Wich. Vy. Ry.....	1, 020, 000	20, 000	50. 00	1, 020, 000	20, 000

¹ Report for eleven months ending May 31, 1896. Merged in Tex. & N. O. R. R.² Report of Receiver; no stock or bonds reported.³ Includes \$20,883, deferred payments—interest on equipment trust obligations.⁴ Reorganization incomplete; no stock or bonds yet issued.⁵ Inserted to show relation of four roads following.⁶ Inserted to show relation of three roads following.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100 × Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
49.40	25,883,000	552,840	.....	.....	53,520,240	58,205	1822
81.65	2,224,000	.....	.....	.....	2,724,000	24,496	1823
61.90	16,249,420	.....	.....	.....	26,249,420	58,003	1824
70.27	709,000	.....	.....	.....	1,009,000	25,192	1825
70.67	1,518,000	.....	.....	.....	2,148,040	23,605	1826
55.37	5,815,000	386,099	.....	.....	11,201,099	52,756	1827
.....	.....	.....	.....	.....	.....	.....	1808
.....	.....	.....	.....	.....	142,000	10,000	1828
.....	.....	.....	.....	.....	.....	.....	1829
58.41	29,085,725	131,712	25,004,588	157,679	¹ 93,090,604	67,054	1830
.....	.....	.....	.....	.....	20,000	1,984	1831
11.17	500,000	.....	.....	.....	4,473,900	25,565	1832
.....	.....	.....	.....	.....	.....	.....	1834
48.35	2,340,000	.....	.....	.....	4,840,000	29,832	1835
64.28	900,000	.....	.....	.....	1,400,000	18,592	1836
.....	.....	.....	.....	.....	.....	.....	1837
.....	.....	.....	.....	.....	.....	.....	1840
.....	.....	.....	.....	.....	.....	.....	1604
.....	.....	.....	.....	.....	.....	.....	1755
47.06	8,176,000	.....	.....	160,000	17,711,000	38,976	1843
50.00	200,000	.....	.....	.....	400,000	58,140	1844
43.68	225,000	.....	.....	.....	515,000	35,420	1845
53.83	400,000	.....	.....	.....	743,100	37,155	1846
82.90	7,145,375	.....	621,860	.....	9,368,735	49,723	1847
.....	.....	.....	.....	.....	.....	.....	1848
50.00	500,000	.....	.....	.....	1,000,000	43,478	1849
50.00	1,020,000	.....	.....	.....	2,040,000	40,000	1851

¹ See page 328, note 3.

GROUP X.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1	2	3	4	5	6
	Abbreviated name of road.	STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Propor- tion to total railway capital.	Amount out- standing.	Amount per mile of line.
				100× Col. 2 Col. 12			Cols. 8+9+10+11
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Total—Group X.....	619,544,712	45,296	58.52	439,154,401	32,108
1855	Ariz. & New Mex. Ry.....	1,500,000	21,127	53.68	1,294,533	18,233
1856	Ariz. & S. En. R. R.....	400,000	7,233	100.00		
1349	Atch., Top. & S. Fe Ry. ¹ [Line west of Santa Fe, N. Mex.]	² 37,533,658	³ 26,512	64.91	² 20,289,552	⁴ 24,052
1621	Atl. & Pac. R. R. ⁵ [Western and California Divs.]	66,778,759	115,855	70.17	28,396,463	49,265
1857	New Mex. & Ariz. R. R.....	3,682,000	41,946	100.00	(⁶)	
1858	Sn. Cal. Ry.....	12,824,000	26,119	99.98	⁷ 2,895	6
1860	Bellingham Bay & British Col. R. R.....	1,000,000	39,185	100.00		
1861	Bellingham Bay & En. R. R.....	100,000	41,667	100.00		
1862	Belt R. R. of San Fran.....	(⁸)			(⁸)	
1863	Blakely R. R. ⁹					
1866	Buckspt. & Elk Riv. R. R.....	500,000	62,500	100.00		
1867	Cal. Ry.....	475,000	79,167	100.00		
1869	Cal. En. Ry.....	588,800	20,000	100.00		
1870	Carson & Colo. Ry.....	4,380,000	14,255	68.65	2,000,000	6,509
1873	Cent. Wash. R. R. ¹⁰					
1875	Col. & Puget Sd. R. R.....	1,000,000	18,409	100.00		
1876	Colusa & L. R. R.....	100,500	4,568	60.36	66,000	3,000
1877	Coos Bay, Roseb. & En. R. R. & Nav. Co.	2,000,000	63,573	76.20	625,000	19,867
1878	Coronado R. R.....	500,000	18,512	100.00		
1879	Eel Riv. & Eureka R. R.....	480,000	19,200	50.10	478,000	19,120
1881	Eureka & Palisade R. R.....	2,000,000	23,810	66.67	1,000,000	11,905
1882	Everett & Monte Cristo Ry.....	1,800,000	30,323	37.31	3,024,000	50,943
1884	Gila Vy., Globe & Nn. Ry.....	1,280,100	18,825	60.84	824,000	12,118
1442	Gt. Nn. Ry. ¹¹ [Line west of Montana.]	(¹²)			(¹³)	
1443	St. P., Minneap. & Manit. Ry. ¹⁴ ... [Line west of Montana.]	2,341,292	5,377	19.15	9,881,574	22,694
1891	Ilwaco Ry. & Nav. Co.....	117,400	7,338	64.36	65,000	4,062
1892	Indep. & Monmouth Ry.....	100,000	40,000	100.00		
1896	Los Ang. & Redondo Ry.....	¹⁵ 380,000	21,570	100.00		
1897	Los Ang. Term. Ry.....	3,000,000	59,761	66.67	1,500,000	29,880
1898	Maricopa & Phoenix & Salt Riv. Vy. R. R.	1,000,000	23,855	59.52	680,000	16,221
1903	Nev.-Cal.-Oregon Ry.....	(¹⁶)			(¹⁶)	
1904	Nev. Cent. R. R.....	750,000	8,039	50.00	750,000	8,039
1905	Nev. Co. N. G. R. R.....	250,200	11,120	50.01	250,000	11,111
1906	N. Pac. Coast R. R.....	1,500,000	¹⁷ 16,575	50.03	1,498,000	¹⁷ 16,552

¹ See page 336, No. 1349, for totals covering entire road.² The funded debt and capital stock include issues for the acquisition, by purchase or exchange, of the stocks and bonds of other roads forming part of the system, and the apportionment per mile is made upon that basis.³ On basis of 8,806.97 miles. See note 2.⁴ Mortgage bonds, miscellaneous obligations, and income bonds on basis of 6,627.70, and equipment trust obligations on basis of 4,549.89 miles. See note 2.⁵ See page 336, No. 1621, for totals covering entire road.⁶ Covered by funded debt of Atch., Top. & S. Fe Ry. See note 2.⁷ "Equipment trust obligations;" bonds covered by funded debt of Atch., Top. & S. Fe Ry. See note 2.⁸ Road built by the State Board of Harbor Commissioners; no stock or bonds issued.⁹ Private road.¹⁰ Report of Receiver for eight months ending June 30, 1896; no stock or bonds reported.¹¹ See page 336, No. 1442, for totals covering entire road.¹² \$25,000,000, entire capital stock, apportioned "to other properties."¹³ \$15,000,000, entire capital stock, apportioned "to other properties."¹⁴ See page 336, No. 1443, for totals covering entire road.¹⁵ Excludes \$120,000, apportioned "to other properties."¹⁶ No stock or bonds yet issued.¹⁷ On basis of 90.50 miles, which includes 6 miles of ferry.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
<i>Per cent.</i> 41.48	<i>Dollars.</i> 367,574,297	<i>Dollars.</i> 48,456,655	<i>Dollars.</i> 22,318,079	<i>Dollars.</i> 805,370	<i>Dollars.</i> 1,058,699,113	<i>Dollars.</i> 77,404	
46.32	1,294,533	.....	.....	.....	2,794,533	39,360	1855
.....	.....	.....	.....	.....	400,000	7,233	1856
35.09	13,761,684	.....	6,527,868	.....	¹ 57,823,210	² 50,564	1349
29.83	16,823,252	.....	11,573,211	.....	95,175,222	165,120	1621
.....	.....	.....	.....	.....	³ 3,682,000	41,946	1857
.02	.....	.....	.....	2,895	⁴ 12,826,895	26,125	1858
.....	.....	.....	.....	.....	1,000,000	39,185	1860
.....	.....	.....	.....	.....	100,000	41,667	1861
.....	.....	.....	.....	.....	.....	.....	1862
.....	.....	.....	.....	.....	.....	.....	1863
.....	.....	.....	.....	.....	500,000	62,500	1866
.....	.....	.....	.....	.....	475,000	79,167	1867
.....	.....	.....	.....	.....	588,800	20,000	1869
31.35	2,000,000	.....	.....	.....	6,380,000	20,764	1870
.....	.....	.....	.....	.....	.....	.....	1873
.....	.....	.....	.....	.....	1,000,000	18,409	1875
39.64	66,000	.....	.....	.....	166,500	7,568	1876
23.80	625,000	.....	.....	.....	2,625,000	83,440	1877
.....	.....	.....	.....	.....	500,000	18,512	1878
49.90	478,000	.....	.....	.....	958,000	38,320	1879
33.33	1,000,000	.....	.....	.....	3,000,000	35,715	1881
62.69	1,802,000	.....	1,222,000	.....	4,824,000	81,266	1882
39.16	824,000	.....	.....	.....	2,104,100	30,943	1884
.....	.....	.....	.....	.....	(⁵)	.....	1442
80.85	9,881,574	.....	.....	.....	12,222,866	28,071	1443
35.64	65,000	.....	.....	.....	182,400	11,400	1891
.....	.....	.....	.....	.....	100,000	40,000	1892
.....	.....	.....	.....	.....	⁶ 380,000	21,570	1896
33.33	1,500,000	.....	.....	.....	4,500,000	89,641	1897
40.48	680,000	.....	.....	.....	1,680,000	40,076	1898
.....	.....	.....	.....	.....	.....	.....	1903
50.00	.....	.....	750,000	.....	1,500,000	16,078	1904
49.99	250,000	.....	.....	.....	500,200	22,231	1905
49.97	1,498,000	.....	.....	.....	2,998,000	⁷ 33,127	1906

¹ See page 330, note 2.

² See page 330, notes 3 and 4.

³ See page 330, note 6.

⁴ See page 330, note 7.

⁵ See page 330, notes 12 and 13.

⁶ See page 330, note 15.

⁷ See page 330, note 17.

332 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP X.

TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

No.	1 Abbreviated name of road.	2	3	4	5	6
		STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Proportion to total railway capital. 100× Col. 2 Col. 12	Amount out- standing. Cols. 8+9+10+11	Amount per mile of line.
		Dollars.	Dollars.	Per cent.	Dollars.	Dollars.
1508	Nn. Pac. R. R. ¹ [Line west of Idaho.]	21,330,783	² 24,476	38.89	33,520,298	² 38,464
1909	Coeur d'Alene Ry. & Nav. Co.....	1,000,000	19,176	44.68	1,238,000	23,739
1913	Spokane & Palouse Ry.....	1,000,000	6,504	25.10	2,984,000	19,408
1917	Seattle, L. Shore & En. Ry.....	4,150,000	18,280	42.24	5,675,000	24,997
1918	Nn. Pac. Term. Co. of Oregon.....	³ 3,000,000	(⁴)	43.59	3,882,000	958,519
1919	Ogden & Hot Spgs. Ry. ⁵	300,000	31,579	64.80	163,000	17,158
1920	Ogden Un. Ry. & Depot Co.....	3,000,000	21,127	100.00	1,370,000	17,655
1921	Oregon Cent. & En. R. R.....	1,370,400	17,660	50.01		
1922	Pac. Coast Ry.....	(⁶)				
1923	Pac. Lum. Co.'s R. R.....	100,000	11,111	100.00		
1924	Pac. Lum. & Wood Co.'s R. R.....	3,000,000	71,056	76.69	912,000	21,601
1928	Port Townsend Sn. R. R.....	16,250,000	37,456	50.39	16,000,000	36,877
1929	Rio G. Wn. Ry.....	100,000	16,667	100.00		
1932	Rogue Riv. Vy. Ry.....	300,000	20,000	50.00	300,000	20,000
1934	Salt L. & Los Ang. Ry.....	100,000	8,333	57.17	74,910	6,242
1935	Salt L. & Mercur R. R.....	769,000	30,311	58.00	556,816	21,948
1938	San Diego, Cuyamaca & En. Ry.....	275,000	20,310	100.00		
1939	San Diego, Pac. B. & La Jolla Ry.....	6,000,000	36,293	59.34	4,111,000	24,867
1940	San Fran. & N. Pac. Ry.....	510,000	10,000	50.00	510,000	10,000
1942	San Pete Vy. Ry.....	7,904,000	40,000	50.00	7,904,000	40,000
1944	S. Fe, Prescott & Phoenix Ry.....	89,000	5,742	64.68	48,600	3,135
1945	Seashore R. R.....	5,000,000	147,244	100.00		
1946	Seattle & Nn. Ry.....	150,000	38,265	100.00		
1947	Seattle Warehouse & Term. Co.....	1,035,000	33,713	79.62	265,000	8,632
1949	Sierra Vys. Ry.....	100,000	5,525	100.00		
1950	Silv. Cy. & Nn. R. R.....	111,381,392	⁸ 22,668	100.00	(⁹)	
1816	Sn. Pac. Co. ⁷ [Pacific System.]					
1952	Cal. Pac. R. R.....	¹⁰ 12,000,000	105,718	63.75	¹⁰ 6,825,500	60,131
1953	Cent. Pac. R. R.....	¹⁰ 67,275,500	49,886	43.40	¹¹ 87,738,680	65,060
1954	Northern Ry.....	¹⁰ 12,896,000	33,089	56.55	¹⁰ 9,907,000	25,420
1955	Nn. Cal. Ry.....	1,280,000	23,827	54.38	1,074,000	19,993
1956	Oregon & Cal. R. R.....	¹² 19,000,000	29,050	49.19	¹² 19,625,000	30,006
1958	S. Pac. Coast Ry.....	¹² 6,000,000	59,406	52.18	¹² 5,500,000	54,455
1959	Sn. Pac. R. R. of Ariz.....	19,995,000	50,887	66.66	10,000,000	25,450
1960	Sn. Pac. R. R. (of Cal).....	¹³ 70,006,100	36,587	57.23	¹³ 52,326,500	27,347
1961	Sn. Pac. R. R. of New Mex.....	6,888,800	41,139	62.24	4,180,000	24,963
1962	Spokane Falls & Nn. Ry.....	2,812,000	20,000	50.00	2,812,000	20,000
1963	Sumpter Vy. Ry.....	150,000	6,000	50.00	150,000	6,000
1964	Tacoma & L. Cy. R. R. & Nav. Co. ¹⁴					
1604	Un. Pac. Ry.: ¹⁵					
1966	Echo & Park Cy. Ry.....	480,000	15,899	50.00	480,000	15,899
1967	Oregon S. Line & Utah Nn. Ry.....	26,244,853	17,737	34.55	49,723,000	33,604
1968	Boise Cy. Ry. & Term. Co.....	22,900	4,119	22.25	80,000	14,388
1969	Oregon Ry. & Nav. Co.....	¹⁶ 24,000,000	37,490	51.43	¹⁶ 22,665,000	35,405
1970	Cascade R. R.....	150,000	25,000	100.00		
1971	Col. & Palouse R. R.....	1,000,000	6,906	26.12	2,829,000	19,537
1972	Mill Ck. Flume & Mfg. Co.....	200,000	14,925	100.00		
1973	Oregon Ry. Ex. Co.....	1,000,000	14,550	39.82	1,511,580	21,993
1974	Walla W. & Col. Riv. R. R.....	700,000	19,707	100.00		
1975	Wash. & Idaho R. R.....	2,308,200	14,970	34.17	4,447,500	28,844

¹ See page 336, No. 1508, for totals covering entire road.² On basis of 3,441.64 miles, which includes 1,234.01 miles of "proprietary companies;" 265.12 miles of latter in Manitoba.³ Issued and deposited with the Central Trust Company of N. Y., and held as additional security for bonds.⁴ See note 3.⁵ Private road.⁶ Entire capital stock apportioned "to other properties."⁷ See page 336, No. 1816 for totals covering entire road.⁸ On basis of 5,337.73 miles operated, exclusive of trackage rights; no mileage owned.⁹ \$2,644,000, entire bonds, apportioned "to other properties."¹⁰ Capital stock and bonds cover railroad, telegraph lines, rolling stock, ferry and river steamers, etc.¹¹ Includes \$27,855,680 U. S. subsidy bonds. See also note 10.¹² Capital stock, bonds, etc., cover railroad, telegraph lines, rolling stock, ferry, steamers, etc.¹³ Capital stock and bonds cover railroad, telegraph lines, rolling stock, etc., also lands granted by the United States.¹⁴ Report of Receiver for period, July 1, 1895 to May 8, 1896.¹⁵ Inserted to show relation of ten roads following.¹⁶ Capital stock, bonds, etc., cover steamship lines.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100× Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
61.11	30,356,574	2,404,065	.....	759,659	54,851,081	¹ 62,940	1508
55.32	1,238,000	.....	.....	.....	2,238,000	42,915	1909
74.90	2,984,000	.....	.....	.....	3,984,000	25,912	1913
57.76	5,675,000	.....	.....	.....	9,825,000	43,277	1917
56.41	3,882,000	.....	.....	.....	² 6,882,000	958,519	1918
.....	.....	.....	.....	.....	.....	.....	1919
35.20	163,000	.....	.....	.....	463,000	48,737	1920
.....	.....	.....	.....	.....	3,000,000	21,127	1921
49.99	1,370,000	.....	.....	.....	2,740,400	35,315	1922
.....	.....	.....	.....	.....	.....	.....	1923
.....	.....	.....	.....	.....	100,000	11,111	1924
23.31	912,000	.....	.....	.....	3,912,000	92,657	1928
49.61	16,000,000	.....	.....	.....	32,250,000	74,333	1929
.....	.....	.....	.....	.....	100,000	16,667	1932
50.00	300,000	.....	.....	.....	600,000	40,000	1934
42.83	60,000	14,910	.....	.....	174,910	14,575	1935
42.00	550,000	.....	.....	6,816	1,325,816	52,259	1938
.....	.....	.....	.....	.....	275,000	20,310	1939
40.66	4,111,000	.....	.....	.....	10,111,000	61,160	1940
50.00	510,000	.....	.....	.....	1,020,000	20,000	1942
50.00	7,904,000	.....	.....	.....	15,808,000	80,000	1944
35.32	48,600	.....	.....	.....	137,600	8,877	1945
.....	.....	.....	.....	.....	5,000,000	147,244	1946
.....	.....	.....	.....	.....	150,000	38,265	1947
20.38	265,000	.....	.....	.....	1,300,000	42,345	1949
.....	.....	.....	.....	.....	100,000	5,525	1950
.....	.....	.....	.....	.....	³ 111,381,392	⁴ 22,668	1816
.....							
36.25	6,825,500	.....	.....	.....	⁵ 18,825,500	165,849	1952
56.60	59,883,000	27,855,680	.....	.....	⁶ 155,014,180	114,946	1953
43.45	9,907,000	.....	.....	.....	⁵ 22,803,000	58,509	1954
45.62	1,074,000	.....	.....	.....	2,354,000	43,820	1955
50.81	19,625,000	.....	.....	.....	⁷ 38,625,000	59,056	1956
47.82	5,500,000	.....	.....	.....	⁷ 11,500,000	113,861	1958
33.34	10,000,000	.....	.....	.....	29,995,000	76,337	1959
42.77	52,326,500	.....	.....	.....	⁸ 122,332,600	63,934	1960
37.76	4,180,000	.....	.....	.....	11,068,800	66,102	1961
50.00	2,812,000	.....	.....	.....	5,624,000	40,000	1962
50.00	150,000	.....	.....	.....	300,000	12,000	1963
.....	.....	.....	.....	.....	.....	.....	1964
.....	.....	.....	.....	.....	.....	.....	1604
50.00	480,000	.....	.....	.....	960,000	31,798	1966
65.45	36,687,000	13,000,000	.....	36,000	75,967,853	51,341	1967
77.75	80,000	.....	.....	.....	102,900	18,507	1968
48.57	17,483,000	5,182,000	.....	.....	⁹ 46,665,000	72,895	1969
.....	.....	.....	.....	.....	150,000	25,000	1970
73.88	2,829,000	.....	.....	.....	3,829,000	26,443	1971
.....	.....	.....	.....	.....	200,000	14,925	1972
60.18	1,511,580	.....	.....	.....	2,511,580	36,543	1973
.....	.....	.....	.....	.....	700,000	19,707	1974
65.83	4,447,500	.....	.....	.....	6,755,700	43,814	1975

¹ See page 332, note 2.³ See page 332, note 9.⁵ See page 332, note 10.⁷ See page 332, note 12.² See page 332, note 3.⁴ See page 332, note 8.⁶ See page 332, notes 10 and 11.⁸ See page 332, note 13.⁹ See page 332, note 16.

GROUP X. TABLE II.—AMOUNT OF RAILWAY CAPITAL AT THE

	1	2	3	4	5	6
No.	Abbreviated name of road.	STOCKS.			FUNDED DEBT.	
		Amount out-standing.	Amount per mile of line.	Proportion to total railway capital. 100 × Col. 2 Col. 12	Amount out-standing. Cols. 8+9+10+11	Amount per mile of line.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1977	United Verde & Pac. Ry	300,000	11,628	50.00	300,000	11,628
1978	Utah Cent. Ry. ¹					
1980	Va. & Truckee R. R.	5,000,000	95,785	100.00		
1981	Visalia R. R.	100,000	12,500	100.00		
1982	Visalia & Tulare R. R.	60,000	5,217	54.54	50,000	4,348
1984	Wash. & Col. Riv. Ry.	3,000,000	18,435	38.73	4,745,000	29,159
1985	Yreka R. R.	99,075	13,210	68.77	45,000	6,000

¹ The constituent roads of the Utah Cent. Ry., at the time of consolidation, had bonds outstanding to the amount of \$2,300,000, which were to be redeemed by an equal amount of consolidated bonds of the Utah Cent. Ry., but issue of stock or bonds of this road has not yet been reported.

CLOSE OF THE YEAR ENDING JUNE 30, 1896—Continued.

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital.	Amount per mile of line.	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.	Cols. 2+5	Cols. 3+6	
Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
50.00	300,000	.....	.....	.....	600,000	23,256	1977
.....	.....	.....	.....	.....	.....	.....	1978
.....	.....	.....	.....	.....	5,000,000	95,785	1980
.....	.....	.....	.....	.....	100,000	12,500	1981
45.46	50,000	.....	.....	.....	110,000	9,565	1982
61.27	2,500,000	.....	2,245,000	.....	7,745,000	47,594	1984
31.23	45,000	.....	.....	.....	144,075	19,210	1985

TABLE II.—SUPPLEMENT—AMOUNT OF RAILWAY CAPITAL

[Showing totalized figures for certain

No.	1	2	3	4	5	6
	Abbreviated name of road.	STOCKS.			FUNDED DEBT.	
		Amount out- standing.	Amount per mile of line.	Propor- tion to total railway capital.	Amount out- standing.	Amount per mile of line.
				100×Col. 2 Col. 12		
		Dollars.	Dollars.	Per cent.	Dollars.	Dollars.
66	Canadian Pac. Ry. ¹	² 71,424,000	20,782	43.68	² 92,092,258	³ 19,454
171	Balt. & Ohio R. R. ⁴	30,000,000	56,402	27.08	⁵ 80,797,000	⁶ 73,594
741	Balt. & Ohio S. Wn. Ry. ⁷	30,000,000	32,699	36.57	52,021,665	56,701
328	Erie R. R. ⁸	146,000,000	⁹ 99,296	52.62	131,436,784	⁹ 89,392
789	Clev., Cin., Chic. & St. L. Ry. ¹⁰	38,416,332	22,813	41.55	54,036,730	32,089
798	Peoria & En. Ry. ¹¹	10,000,000	29,292	42.37	13,603,000	39,846
839	Ind., Dec. & Wn. Ry. ¹²	1,824,000	11,998	50.00	1,824,000	11,998
840	Ind., Ill. & Io. R. R. ¹³	3,597,800	23,704	65.96	1,856,661	12,232
912	Norf. & Wn. R. R. ¹⁴	59,500,000	44,816	50.78	57,669,529	43,437
970	Tol. & Ohio Cent. Ry.: ¹⁵					
971	Kanawha & Mich. Ry. ¹⁶	10,000,000	60,987	80.20	2,469,000	15,058
973	Tol., St. L. & Kans. Cy. R. R. ¹⁷	17,055,000	37,839	63.04	10,000,000	22,187
978	Wabash R. R. ¹⁸	52,000,000	32,622	38.94	¹⁹ 81,534,000	²⁰ 48,097
1027	Ches. & Ohio Ry. ²¹	60,552,700	48,610	48.31	²² 64,789,479	52,012
1100	Southern Ry. ²³	174,300,000	52,490	68.56	79,922,028	24,068
1218	Ill. Cent. R. R. ²⁴	52,500,000	²⁵ 32,357	40.38	²⁶ 77,504,925	²⁵ 47,767
1240	Louisv. & Nashv. R. R. ²⁷	54,909,120	²⁸ 23,053	38.77	86,724,660	²⁸ 36,411
1349	Atch., Top. & S. Fe Ry. ²⁹	³⁰ 233,486,000	³¹ 26,512	58.98	³⁰ 162,346,390	³² 24,397
1621	Atl. & Pac. R. R. ³³	79,760,300	115,855	70.16	33,916,629	49,265
1367	Chic. & Alt. R. R.: ¹⁵					
1369	Kans. Cy., St. L. & Chic. R. R. ³⁴	2,021,700	12,494	100.00	(³⁵)	-----
1387	Chic., Burl. & Quin. R. R. ³⁶	82,004,200	14,480	38.79	129,409,900	22,850
1415	Chic., Rock I. & Pac. Ry. ³⁷	46,156,000	16,022	44.26	³⁸ 58,119,000	20,175
1419	Chic., St. P., Minneap. & Om. Ry. ³⁹	34,050,127	23,934	56.48	26,235,800	18,442
1442	Gt. Nn. Ry.: ⁴⁰	(⁴¹)	-----	-----	(⁴²)	-----
1443	St. P., Minneap. & Manit. Ry. ⁴³	20,000,000	5,377	19.15	84,411,285	22,694
1508	Nn. Pac. R. R. ⁴⁴	84,238,347	⁴⁵ 24,476	38.88	132,376,500	⁴⁵ 38,464
1604	Un. Pac. Ry. ⁴⁶	⁴⁷ 39,467,135	21,571	31.25	⁴⁷ 86,835,309	47,460
1691	Mo., Kans. & Tex. Ry. ⁴⁸	68,462,500	37,186	49.26	70,523,000	38,305
1816	Sn. Pac. Co. ⁴⁹	120,995,070	⁵⁰ 22,668	100.00	(⁵¹)	-----

¹ Lies in Group I, and outside United States; see page 266, No. 66.² Covers line outside United States only. Bonds include \$42,812,797 consolidated debenture stock.³ Bonds are figured on basis of 4,119.10 miles, which includes 682.30 miles of "proprietary companies." Debenture stock and equipment trust obligations are figured on a basis of 5,656.30 miles, which includes 1,537.20 miles of line under perpetual lease.⁴ Lies in Groups II and III; see pages 270 and 286, No. 171.⁵ See page 270, note 2, and page 286, note 4.⁷ Lies in Groups III and VI; see pages 286 and 308, No. 741.⁸ Lies in Groups II and III; see pages 274 and 288, No. 328.¹⁰ Lies in Groups III and VI; see pages 288 and 310, No. 789.¹¹ Lies in Groups III and VI; see pages 288 and 310, No. 798.¹² Lies in Groups III and VI; see pages 288 and 312, No. 839.¹³ Lies in Groups III and VI; see pages 288 and 312, No. 840.¹⁴ Lies in Groups III and IV; see pages 290 and 296, No. 912.¹⁵ Inserted to show relation of road following.¹⁶ Lies in Groups III and IV; see pages 292 and 298, No. 971.¹⁷ Lies in Groups III and VI; see pages 292 and 316, No. 973.¹⁸ Lies in Groups III and VI; see pages 294 and 316, No. 978.¹⁹ See page 316, note 4.²¹ Lies in Groups IV and V; see pages 296 and 300, No. 1027.²² See page 296, note 5, and page 300, note 15.²³ Lies in Groups IV and V; see pages 298 and 304, No. 1100.²⁴ Lies in Groups V and VI; see pages 302 and 312, No. 1218.²⁶ See page 302, note 11, and page 312, note 18.²⁷ Lies in Groups V and VI; see pages 302 and 314, No. 1240.²⁹ Lies in Groups VI, VIII, IX, and X; see pages 308, 320, 326, and 330, No. 1349.³⁰ See page 308, note 2.³² See page 308, note 4.³³ Lies in Groups VIII and X; see pages 320 and 330, No. 1621.³⁴ Lies in Groups VI and VIII; see pages 308 and 320, No. 1369.³⁶ Lies in Groups VI and VII; see pages 310 and 318, No. 1387.³⁷ Lies in Groups VI and VIII; see pages 310 and 320, No. 1415.³⁹ Lies in Groups VI and VII; see pages 310 and 318, No. 1419.⁴⁰ Lies in Groups VI, VII, and X; see pages 312, 318, and 330, No. 1442.⁴¹ See page 312, note 5.⁴³ Lies in Groups VI, VII, and X; see pages 312, 318, and 330, No. 1443.⁴⁴ Lies in Groups VI, VII, and X; see pages 314, 318, and 332, No. 508.⁴⁶ Lies in Groups VII and VIII; see pages 318 and 324, No. 1604.⁴⁸ Lies in Groups VIII and IX; see pages 322 and 326, No. 1691.⁴⁹ Lies in Groups IX and X; see pages 326 and 332, No. 1816.⁵⁰ See page 326, note 18.⁶ See page 270, note 3.⁹ See page 274, note 2.²⁰ See page 316, note 5.²⁵ See page 302, note 10.²⁸ See page 302, note 18.³¹ See page 308, note 3.³⁵ See page 308, note 15.³⁸ See page 310, note 7.⁴² See page 312, note 6.⁴⁵ See page 314, note 9.⁴⁷ See page 319, note 5.⁵¹ See page 326, note 19.

AT THE CLOSE OF THE YEAR ENDING JUNE 30, 1896.

roads lying in more than one group.]

7	8	9	10	11	12	13	
FUNDED DEBT.					SUMMARY.		
Proportion to total railway capital. 100×Col. 5 Col. 12	Designation.				Total railway capital. Cols. 2+5	Amount per mile of line. Cols. 3+6	No.
	Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
56.32	¹ 90,900,883	.....	.....	1,191,375	¹ 163,516,258	² 40,236	66
72.92	³ 80,547,000	.....	.....	250,000	³ 110,797,000	⁴ 129,996	171
63.43	33,080,665	.....	18,750,000	191,000	82,021,665	89,400	741
47.38	125,404,100	.....	.....	6,032,684	277,436,784	⁵ 188,688	328
58.45	54,036,730	.....	.....	.....	92,453,062	54,902	789
57.63	9,603,000	.....	4,000,000	.....	23,603,000	69,138	798
50.00	1,824,000	.....	.....	.....	3,648,000	23,996	839
34.04	1,300,000	.....	500,000	56,661	5,454,461	35,936	840
49.22	50,504,200	4,575,000	.....	2,590,329	117,169,529	88,253	912
							970
19.80	2,469,000	.....	.....	.....	12,469,000	76,045	971
36.96	9,000,000	1,000,000	.....	.....	27,055,000	60,026	973
61.06	81,534,000	.....	.....	.....	⁶ 133,534,000	⁷ 80,719	978
51.69	64,772,479	.....	.....	17,000	⁸ 125,342,179	100,622	1027
31.44	79,344,500	.....	.....	577,528	254,222,028	76,558	1100
59.62	19,947,000	57,557,925	.....	.....	⁹ 130,004,925	¹⁰ 80,124	1218
61.23	81,111,660	5,613,000	.....	.....	141,633,780	¹¹ 59,464	1240
41.02	109,050,050	.....	51,728,000	1,568,340	¹² 395,832,390	¹³ 50,909	1349
29.84	20,093,629	.....	13,823,000	.....	113,676,929	165,120	1621
							1367
					¹⁴ 2,021,700	12,494	1369
61.21	94,349,000	35,060,900	.....	.....	211,414,100	37,330	1387
55.74	53,619,000	4,500,000	.....	.....	¹⁵ 104,275,000	36,197	1415
43.52	26,235,800	.....	.....	.....	60,285,927	42,376	1419
					(¹⁶)	.....	1442
80.85	84,411,285	.....	.....	.....	104,411,285	28,071	1443
61.12	119,882,500	9,494,000	.....	3,000,000	216,614,847	¹⁷ 62,940	1508
68.75	36,337,284	¹⁸ 49,915,407	22,401	560,217	¹⁹ 126,302,444	69,031	1604
50.74	70,523,000	.....	.....	.....	138,985,500	75,491	1691
					²⁰ 120,995,070	²¹ 22,668	1816

¹ See page 336, note 2.

³ See page 336, note 5.

⁵ See page 336, note 9.

⁶ See page 336, note 19.

⁸ See page 336, note 22.

¹⁰ See page 336, note 25.

¹² See page 336, note 30.

¹⁴ See page 336, note 35.

¹⁶ See page 336, notes 41 and 42.

¹⁸ Includes amount apportioned "to railroads" of United States currency 6 per cent bonds and interest, \$53,160,553.

¹⁹ Excludes \$68,488,494 "railway capital," apportioned "to other properties."

²⁰ See page 336, note 51.

² See page 336, note 3.

⁴ See page 336, note 6.

⁷ See page 336, note 20.

⁹ See page 336, note 26.

¹¹ See page 336, note 28.

¹³ See page 366, notes 31 and 32.

¹⁵ See page 336, note 38.

¹⁷ See page 336, note 45.

²¹ See page 336, note 50.

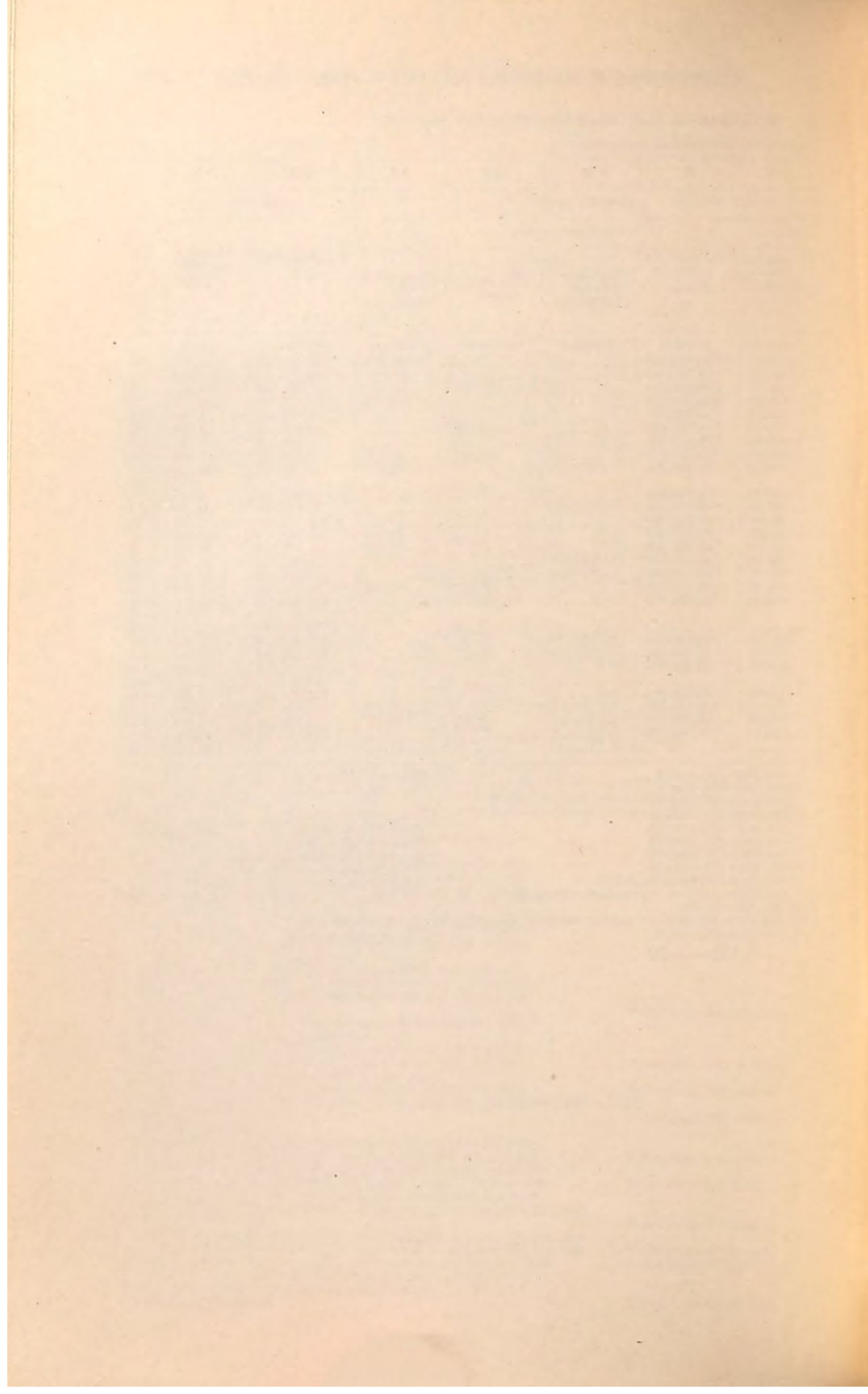


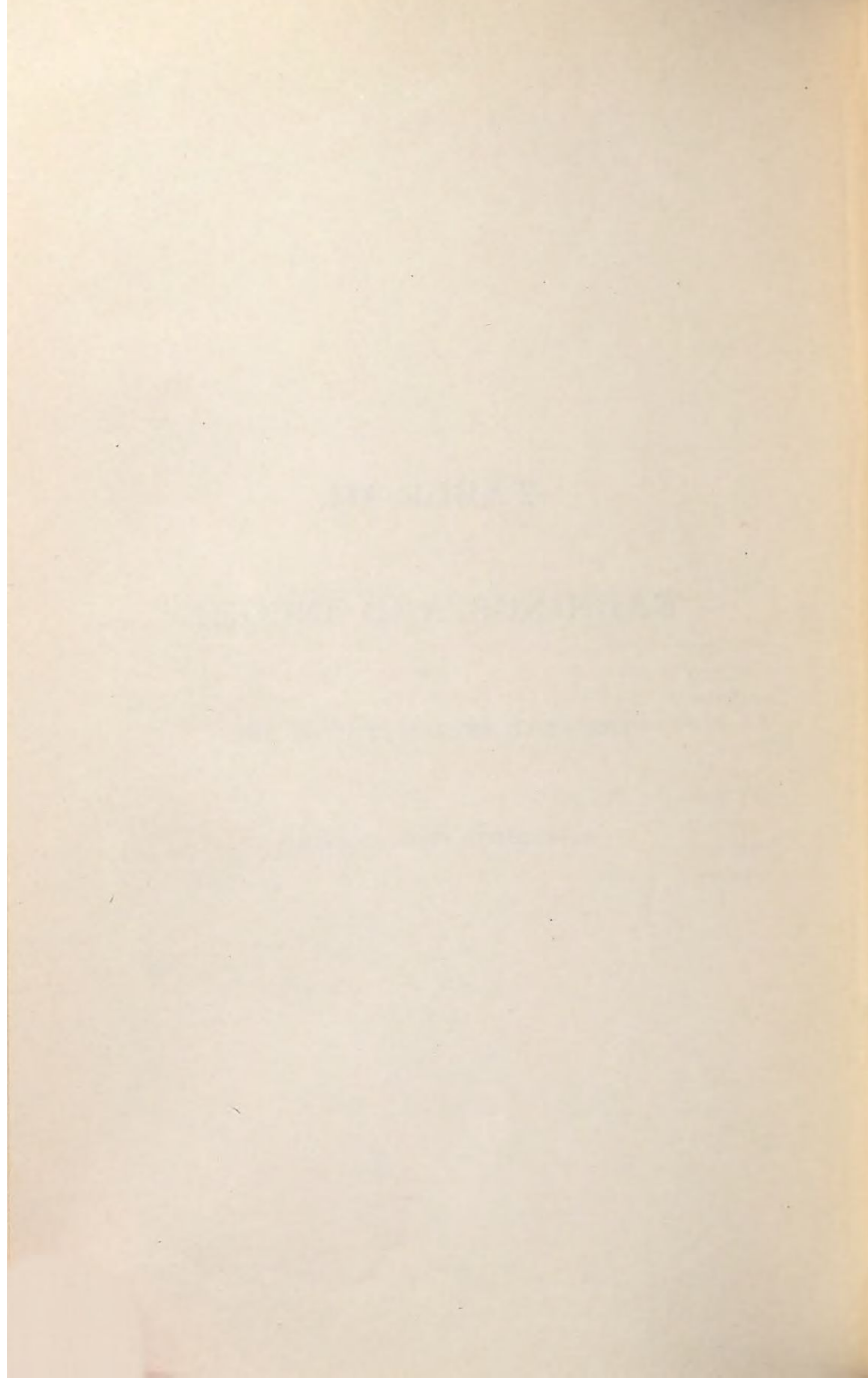
TABLE III.

EARNINGS AND INCOME

FOR

THE YEAR ENDING JUNE 30, 1896.

A.—EARNINGS FROM OPERATION.



EXPLANATORY NOTE.

The statistics in this table were compiled on the basis of territorial grouping. The roads appearing in this table are, with a few exceptions, which are explained by footnotes, those filing operating reports in season for use in all tabulations. The "Supplement," pages 392 and 393, contains totalized figures for certain roads lying in more than one group. The group data in this table for some of these roads were assigned in this office, as indicated by footnotes.

It should be stated in explanation of the use of "Miscellaneous," in the boxing of this table, that in column 6, under "Earnings arising from passenger service," it covers "Extra baggage and storage" and "Other items," and in column 11, under "Earnings from freight service," it covers amounts designated as "Other items."

TABLE III.—EARNINGS AND INCOME FOR

A.—Earnings from Operation.

No.	1	2	3	4	5	6	7	8
No.	Abbreviated name of road.	EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenge revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings.
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	100×Col.6 Col. 16 Per ct.
	Total—Railways in the United States.	266,562,533	2.019	32,379,819	24,880,383	330,514,014	.98591	28.74
	Group I	35,865,222	1.839	1,685,778	2,423,720	41,266,784	1.31249	46.72
	Group II	65,946,004	1.834	5,161,420	6,663,698	78,791,345	.95576	27.13
	Group III	38,965,984	2.020	5,425,930	3,893,545	49,101,775	.90165	27.92
	Group IV	9,876,703	2.159	1,660,562	742,160	12,392,780	.87889	27.46
	Group V	18,979,581	2.173	2,705,552	1,756,055	23,783,446	.89154	28.27
	Group VI	47,022,033	2.181	7,094,390	4,271,884	60,092,272	.93755	25.70
	Group VII	6,745,192	2.564	2,057,416	779,228	9,784,878	1.13282	26.13
	Group VIII	18,101,668	2.188	3,186,761	2,400,516	23,955,544	.90512	26.21
	Group IX	8,760,014	2.298	1,227,317	795,554	10,993,005	.94291	25.86
	Group X	16,300,132	2.131	2,174,693	1,154,023	20,352,185	1.30939	33.26
	GROUP I.							
	Total—Group I	35,865,222	1.839	1,685,778	2,423,720	41,266,784	1.31249	46.72
1	Bang. & Aroostook R. R.	221,952	2.502	13,467	8,593	246,141	.65354	35.19
6	Benningt. & Rutl. Ry.	109,070	2.709	10,352	7,421	126,843	.62055	52.63
7	Boston & Alb. R. R.	4,053,202	1.752	295,884	297,154	4,784,415	1.53662	51.17
12	Boston & Me. R. R. ¹	9,099,273	1.793	321,050	601,043	10,116,969	1.24697	49.35
48	Me. Cent. R. R. ²	1,939,048	2.304	171,599	74,200	2,210,517	1.25876	44.12
57	Portl. & Roch. R. R.	83,611	2.482	8,336	6,186	98,133	.70536	37.27
58	St. J. & L. Cham. R. R.	74,439	2.144	12,064	4,000	91,259	.48926	25.17
59	Vt. Vy. R. R. of 1871	74,812	2.415	8,204	3,360	87,110	1.29543	40.63
60	Sullivan Co. R. R.	81,165	2.417	8,661	3,640	94,639	1.29639	41.97
61	York Harb. & B. R. R.	26,886	3.728	559	700	28,308	1.47591	76.14
63	Bridgton & Saco Riv. R. R. ..	10,927	4.638	801	2,947	14,847	1.94127	50.31
64	Bristol R. R.							
66	Canadian Pac. Ry. ³	67,893	2.013	29,252	11,858	113,939	.61776	31.55
	[Line in Maine.]							
70	Montreal & Atl. Ry. ⁴	147,519	2.634	8,557	5,161	161,237	1.00874	31.16
73	Cent. Vt. R. R.	1,259,766	2.249	108,673	71,215	1,460,666	.95703	33.63
80	Clarendon & Pittsf. R. R.							
82	Fitchburg R. R.	2,193,538	1.769	78,846	165,136	2,489,452	1.02787	32.73
85	Frank. & Megantic R. R.	3,198	3.685	899	428	4,531	.14561	35.73
87	Georges Vy. R. R.	2,457	6.620	317	272	3,551	.92613	30.78
88	Grafton & Upton R. R.	23,988	4.003	960	3,551	28,499	1.13594	53.45
89	Gr. Trunk Ry. ⁵							
90	Atl. & St. Law. R. R.	256,138	2.037	26,623	20,392	303,153	.74966	39.58
92	Lewiston & Aub. Ry.	11,570	1.911	278	588	12,436	.42573	34.52
93	Hoosac Tun. & Wilm. R. R. ..	9,881		1,035	1,366	12,282	.65447	21.88
94	Kennebec Cent. R. R.	5,661	3.296	290	318	6,298	.48333	47.53
95	Lime Rock R. R.							
98	Monson R. R.	1,467	5.680	200	124	1,877	.58694	25.86
99	Montp. & Wells Riv. R. R. ..	48,358	2.021	4,501	2,800	55,659	.60258	41.20
101	Moshassuck Vy. R. R.	864	1.782	180		1,044	.09264	3.66
104	Narragansett Pier R. R.	36,610	4.051	567	1,405	39,027	1.23747	67.32
106	New England R. R. ⁶	1,490,571	1.964	49,291	132,185	1,719,591	1.08202	35.44
110	N. Y. & New Eng. R. R. ⁷ ...	383,859	1.871	9,858	25,557	427,701	1.11620	39.00
115	N. Y., New Hav. & Hartf. R. R.	13,928,018	1.766	496,381	958,152	16,274,100	1.60152	53.63
139	Shepaug, Litchf. & Nn. R. R. ..	25,909	3.623	2,515	1,983	30,407	.67886	38.81
140	Phillips & Rangeley R. R. ...	10,092	3.893	1,234	1,000	12,326	.76360	37.93
141	Portl. & Rumf. Falls Ry.	64,010	2.607	4,155	3,500	72,303	.79897	34.73
144	Rockport R. R.							

¹ Figures cover whole line, 1,716.76 miles; 40.17 miles not in United States.² Figures cover whole line, 813.76 miles; 52.34 miles not in United States.³ Figures cover Internat. Ry. of Me., Aroostook Riv. R. R., and Houlton Brh. R. R., which constitute the "Line in Maine" of Canadian Pac. Ry. See page 392, No. 66, for totals covering entire road.⁴ Figures cover whole line, 221.70 miles; 200.70 miles not in United States.⁵ Files no report; inserted to show relation of two roads following.⁶ Report for ten months ending June 30, 1896. Reorganization of N. Y. & New Eng. R. R.⁷ Report for two months ending August 31, 1895.

THE YEAR ENDING JUNE 30, 1896.

A.—Earnings from Operation.

9	10	11	12	13	14	15	16	17	18	No.
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
786,615,837	.806	790,501,727	1.63337	68.73	6,673,364	21,900,873	11,150,169,376	1.396	89.92	
45,079,579	1.213	46,247,691	1.86044	52.37	7,337	777,194	² 88,311,820	1.568	88.81	
203,786,961	.672	204,629,047	1.69023	70.45	328,912	6,664,580	³ 290,448,694	1.427	86.55	
122,696,667	.618	123,382,813	1.52302	70.18	1,354,119	1,982,497	175,821,204	1.303	90.92	
31,761,914	.660	31,924,803	1.38564	70.74	187,394	577,324	⁴ 45,130,321	1.214	92.76	
57,700,972	.886	58,075,466	1.48696	69.04	398,992	1,625,770	⁵ 84,118,952	1.261	89.81	
164,849,590	.917	165,264,283	1.65224	70.69	3,043,683	5,159,280	⁶ 233,792,992	1.404	92.75	
26,843,836	1.121	26,849,760	1.79878	71.72	276,050	527,670	37,438,358	1.588	93.77	
63,797,633	1.055	63,909,386	1.53953	69.89	913,769	2,637,219	⁷ 91,430,357	1.328	94.35	
30,596,931	1.118	30,693,161	1.63291	72.23	88,669	723,819	⁸ 42,499,217	1.393	95.46	
39,501,754	1.254	39,525,317	1.98248	64.61	74,439	1,225,520	61,177,461	1.650	81.52	
45,079,579	1.213	46,247,691	1.86044	52.37	7,337	777,194	² 88,311,820	1.568	88.81	
452,195	1.730	452,195	1.26017	64.62	.....	1,326	699,662	.951	100.00	1
113,041	1.489	113,041	1.20475	46.90	.....	1,129	241,013	.808	100.00	6
4,134,200	.942	4,362,286	1.88194	46.65	.....	203,931	9,350,632	1.722	100.00	7
10,343,123	1.530	10,367,989	1.88835	50.58	.....	14,810	20,499,768	1.507	97.18	12
2,774,802	1.338	2,774,802	1.85209	55.37	.....	25,300	5,010,619	1.540	99.47	48
165,164	1.715	165,164	1.73286	62.73	.....	.....	263,297	1.123	99.20	57
269,828	.802	269,828	.56804	74.41	.....	1,534	362,621	.548	100.94	58
126,694	.948	126,694	1.77186	59.09	.....	600	214,404	1.545	83.92	59
130,814	.843	130,814	1.04991	58.03	.....	.....	225,453	1.141	99.82	60
8,735	9.253	8,735	1.36608	23.49	.....	135	37,178	1.454	97.61	61
14,668	7.421	14,668	.63929	49.69	.....	.....	29,515	.965	98.98	63
246,388	.654	246,388	1.08784	68.24	.....	744	⁹ 12,814	.....	98.86	64
342,791	.953	342,791	1.13537	66.24	576	12,863	361,071	.879	100.00	66
2,759,575	.762	2,759,575	1.22807	63.56	.....	122,257	517,467	1.121	100.00	70
28,689	6.746	28,689	.....	100.00	.....	.....	4,342,498	1.151	98.88	73
4,759,439	.864	5,050,696	1.48181	66.40	.....	66,617	28,689	.....	100.00	80
7,985	.....	7,985	1.28272	62.98	38	125	7,606,765	1.305	100.00	82
7,987	13.591	7,987	.69433	69.22	.....	.....	12,679	.340	100.00	85
24,648	8.732	24,648	1.19559	46.23	.....	172	11,538	.752	100.00	87
688,059	.715	688,059	1.03450	69.42	.....	.....	53,319	1.167	99.76	88
23,587	6.869	23,587	3.35317	65.48	.....	.....	991,212	.927	99.74	90
43,865	.....	43,865	3.27842	78.12	4	.....	36,023	.994	97.09	92
6,763	27.627	6,763	3.71550	51.04	.....	190	56,151	1.747	98.84	93
71,171	.....	71,171	.....	98.92	777	.....	13,251	.892	100.00	94
5,381	13.339	5,381	.56085	74.14	.....	.....	71,948	.....	94.42	95
74,152	2.232	74,152	1.63384	54.90	.....	5,278	7,258	.567	99.74	98
26,774	15.089	26,774	4.27702	93.87	.....	705	135,089	.981	94.56	99
18,949	12.721	18,949	2.93221	32.68	.....	.....	28,523	1.627	100.00	101
2,999,589	1.126	3,126,527	2.12592	64.45	.....	5,501	57,976	1.526	97.08	104
632,134	1.056	653,564	1.99379	59.60	5,085	10,245	4,851,619	1.586	99.60	106
13,296,584	1.570	13,772,071	2.64947	45.38	.....	299,459	1,096,595	1.542	100.08	110
47,810	5.137	47,858	1.78997	61.08	.....	87	30,345,630	1.976	97.26	115
19,778	5.697	19,778	.89200	60.85	397	.....	78,352	1.095	99.10	139
135,168	2.293	135,168	1.78480	64.93	.....	711	32,501	.848	99.97	140
7,310	20.000	7,310	2.03060	100.00	.....	.....	208,182	1.252	98.24	141
							7,310	2.031	100.00	144

¹ Includes \$579,398, unclassified.

³ Includes \$34,810, unclassified.

⁵ Includes \$235,278, unclassified.

⁷ Includes \$14,439, unclassified.

² Includes \$12,814, unclassified.

⁴ Includes \$48,020, unclassified.

⁶ Includes \$233,474, unclassified.

⁸ Includes \$563, unclassified.

⁹ Unclassified.

GROUP I. TABLE III.—EARNINGS AND INCOME FOR
A.—*Earnings from Operation*—Continued.

	1	2	3	4	5	6	7	8
No.	Abbreviated name of road.	EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Revenue per passenger per mile.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile.	Proportion to total earnings.
								$\frac{100 \times \text{Col. 6}}{\text{Col. 16}}$
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
146	Rutland R. R. ¹	54,508	.....	3,550	1,774	59,832	.....	51.22
148	St. Croix & Penobscot R. R. ²	3,566	2.592	910	.....	4,476	1.18242	15.62
149	Sandy Riv. R. R.	13,474	3.984	1,053	2,000	16,601	.84141	34.84
151	Sebasticook & Mooseh R. R.	2,747	5.000	306	538	3,591	.49875	55.69
152	Somerset Ry.	25,459	3.720	3,211	1,628	30,563	.67675	36.26
153	S. Manch. R. R.	3,159	1.972	.....	75	3,275	.27900	29.69
154	Un. Freight R. R.	.....	.....	.....	.....	.....	.....	.....
156	Wood Riv. Brh. R. R.	3,915	3.790	242	570	4,727	.34129	36.19
157	Woodstock Ry.	12,642	3.741	917	900	14,459	2.62897	45.64

¹ Figures cover operations for period, May 8 to June 30, 1896.

² Figures cover whole line, 21 miles; 4.75 miles not in United States.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	No.
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100× Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+ 14+15	Total earnings per train mile.	Proportion to total earnings and income. 100× Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
53,781	-----	53,781	-----	46.04	-----	3,203	116,816	-----	26.46	146
24,177	6.989	24,177	1.54343	84.38	-----	-----	28,653	1.473	98.24	148
31,016	5.572	31,016	1.90476	65.08	-----	37	47,654	1.323	95.02	149
2,857	9.500	2,857	.39685	44.31	-----	-----	6,448	.448	100.00	151
53,484	3.143	53,484	2.17761	63.46	-----	235	84,282	1.209	100.00	152
7,756	13.554	7,756	3.78337	70.31	-----	-----	11,031	.800	100.00	153
73,115	19.491	73,115	3.21215	99.37	460	-----	73,575	3.232	98.50	154
8,333	16.257	8,333	1.54119	63.81	-----	-----	13,060	.678	99.60	156
17,220	9.134	17,220	1.04362	54.36	-----	-----	31,679	1.440	100.00	157

GROUP II.

TABLE III.—EARNINGS AND INCOME FOR

A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	EARNINGS ARISING FROM PASSENGER SERVICE.						
		2 Passenger revenue.	3 Reve- nue per pas- senger per mile.	4 Mail.	5 Express.	6 Total passenger earnings, including miscel- laneous.	7 Pas- senger earn- ings per train mile.	8 Propor- tion to total earn- ings. 100×Col.6 Col. 16
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
	Total—Group II.....	65,946,004	1.834	5,161,420	6,663,698	78,791,345	.95576	27.13
160	Addison & Pa. Ry.....	19,630	2.231	2,904	1,020	23,554	.40898	42.80
161	N. Y. & N. Pa. R. R.....	1,552	3.436	345	60	1,957	.31260	44.10
162	Allegh. & Kinzua R. R.....							
163	Altoona & Philipsb. Con. R. R.	13,097	2.447	255	29	13,381	.26979	64.92
165	Annap., Wash. & Balt. R. R.	43,604		1,329	3,046	47,979	.76400	80.17
166	Bachman Vy. R. R.....							
167	Balt. & Annap. S. Line R. R.	61,707		1,547	2,988	66,242	.77986	76.62
168	Balt. & Del. Bay R. R.....	5,948	2.889	2,418	620	8,986	1.42535	36.09
170	Balt. & Lehigh Ry.....	54,287	2.290	3,443	2,513	81,374	.79649	61.89
171	Balt. & Ohio R. R. ¹ [Line east of Ohio Riv.]	3,919,941	1.722	502,200	437,696	4,937,717	.81572	27.83
193	Bay Ridge & Annap. R. R.	2,996	831			2,996		100.00
194	Berkeley Spgs. & Pot. R. R.	2,113	2.653	278	59	2,450	.60268	49.56
195	Salisbury R. R.....	266	2.196		59	325		.61
196	Sharpsville R. R.....	2,539	5.461	740	147	3,426	.59973	13.95
198	Bang. & Portl. Ry.....	28,849	2.057	2,504	1,634	32,987	.40364	22.56
200	Barclay R. R.....	4,804		646		5,450	.25713	15.19
201	Bare Rock R. R.....	517				517	.11050	25.64
202	Bath & Hammondspt. R. R.	9,759		500	2,020	12,279	2.14801	34.79
205	Bloomsb. & Sullivan R. R.	15,061		1,643	723	17,427		29.71
206	Bradf. & Wn. Pa. R. R.....							
207	Bradf., Bord. & Kinzua Ry..	21,262	2.999	1,126	1,041	23,478	.60855	42.32
210	Brownstone & Middlet. R. R.	420	1.597			420		5.72
212	Buff. & Susq. R. R.....	43,299	3.627	2,632	2,433	48,364	.55204	9.91
213	Wellsv., Couderspt. & Pine Ck. R. R. ²	2,576	4.382	496	151	3,223	.35320	23.48
214	Buff., Attica & Arcade R. R.	4,724	2.756	450	336	7,311	.33176	50.15
216	Buff., Roch. & Pittsb. Ry...	346,078	2.155	26,932	12,300	389,333	.72509	12.87
220	Mahon. Vy. R. R. ³	318	4.771	16		334	.06957	.95
222	Cammal & Black Forest Ry.	319	3.213			319	.09256	1.44
223	Catasauqua & Fogelsv. R. R.	1,977	2.775			1,989	.23504	2.64
224	Cats. Mtn. Ry.....	34,597	5.836		245	34,931		61.30
226	Cent. N. Y. & Wn. R. R.....	28,366	2.813	1,214	1,020	30,725	.36864	43.44
227	Cent. Pa. & Wn. R. R.....	5,696		1,380	362	7,456	.66890	33.84
228	Cent. R. R. of N. J.....	3,050,846	1.653	40,053	234,448	3,342,763	.89492	24.85
264	Cent. R. R. of Pa.....	12,305	1.751	1,355	1,000	14,660	.27707	28.21
267	Chambersb. & Gettysb. R. R.	6				6		.61
268	Chateaugay R. R.....	34,193	3.299	5,727	2,057	43,526	.52914	45.11
271	Clarion Riv. Ry.....	2,254	4.349	466	10	2,730		7.93
272	Clove Brh. R. R.....	151	2.498			151	.11722	2.94
273	Con. Term. R. R.....							
274	Cooperst. & Charl. Vy. R. R.	21,975	3.982	1,549	1,180	24,704	.64987	42.71
276	Cornwall R. R.....	13,948	2.554	502	608	15,058	.45775	22.93
277	Cornwall & Leb. R. R.....	25,204	1.862	701	1,459	27,364	.41847	10.02
278	Couderspt. & Port Alleg. R. R.	15,498	3.333	1,222	1,275	17,995	.48458	30.02
280	Cumb. & Pa. R. R.....	42,424		2,833	4,727	50,768		10.46
281	Dansv. & Mt. Mor. R. R.....	6,704			776	7,480		45.03
282	Del. & Hud. Canal Co.....	1,761,568	2.232	86,337	132,071	2,013,260	.96988	20.00
294	Adirondack Ry.....	49,978	2.697	5,529	3,234	59,644	.70805	31.35
295	Del., Lack. & Wn. R. R.....	3,520,639	1.575	119,306	841,950	4,597,822	1.02233	21.72
310	Han. & Newpt. R. R.....							
311	Hopatcong R. R.....							
312	Lack. & Montrose R. R....	8,824	2.584	655	787	10,420	.83737	78.12
313	Sussex R. R.....	33,442	3.276	1,888	14,943	50,830	.66659	35.09
314	Syr., Bing. & N. Y. R. R....	213,307	2.241	13,293	58,646	289,835	1.06427	32.33
315	Del. Riv. R. R.....	27,884	1.660	1,031	2,238	31,153	.47784	58.80
317	Del., Susq. & Schuyl. R. R.	9,315	2.777	476		9,791	.12869	.80

¹ See page 392, No. 171, for totals covering entire road.² Report for six months ending December 31, 1895.³ Report for ten months ending April 30, 1896.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
203, 786, 961	. 672	204, 629, 047	1. 69023	70. 45	328, 912	6, 664, 580	1 290, 448, 694	1. 427	86. 55	
30, 175	2. 687	30, 175	1. 04790	54. 84	.....	1, 300	55, 029	. 637	89. 53	160
2, 480	3. 257	2, 480	. 79238	55. 90	.....	.....	4, 437	. 473	64. 22	161
16, 611	4. 549	16, 611	.....	98. 38	.....	274	16, 885	.....	100. 00	162
1, 661	. 254	1, 661	. 09681	8. 06	5, 570	.....	20, 612	. 309	100. 00	163
11, 767	.....	11, 767	1. 83855	19. 66	.....	100	59, 846	. 865	100. 00	165
563	.....	563	.....	93. 06	.....	42	605	.....	100. 00	166
18, 776	.....	18, 776	1. 53523	21. 72	.....	1, 439	86, 457	. 890	100. 00	167
15, 836	2. 754	15, 836	. 83737	63. 61	.....	75	24, 897	. 987	100. 00	168
48, 167	4. 101	48, 243	1. 62909	36. 69	.....	1, 862	131, 479	. 998	100. 00	170
12, 465, 590	. 619	12, 801, 447	1. 46452	72. 17	.....	.....	17, 739, 164	1. 199	86. 51	171
2, 493	3. 180	2, 493	. 20443	50. 44	.....	.....	2, 996	.....	100. 00	193
53, 419	1. 943	53, 419	6. 26757	99. 39	.....	.....	4, 943	. 304	100. 00	194
10, 367	. 887	10, 367	. 60499	42. 24	10, 752	.....	53, 744	6. 306	100. 00	195
113, 079	4. 303	113, 079	2. 37787	77. 35	.....	126	24, 545	1. 074	99. 99	196
24, 709	.....	24, 709	2. 26464	68. 86	.....	5, 725	146, 192	1. 131	99. 71	198
1, 498	.....	1, 498	. 10681	74. 36	.....	.....	35, 884	1. 118	87. 94	200
22, 516	.....	22, 516	1. 24459	63. 79	.....	503	2, 015	1. 077	100. 00	201
41, 240	.....	41, 240	.....	70. 29	.....	.....	35, 298	1. 483	100. 00	202
6, 689	8. 242	6, 689	1. 91449	100. 00	.....	.....	58, 667	.....	100. 00	205
31, 998	3. 797	31, 998	1. 02228	57. 68	.....	.....	6, 689	1. 914	100. 00	206
4, 852	7. 277	4, 852	.....	66. 07	.....	2, 071	55, 476	. 794	100. 00	207
421, 925	1. 701	421, 925	2. 07989	86. 49	14, 886	2, 669	7, 343	.....	100. 00	210
10, 496	6. 624	10, 505	3. 45311	76. 52	.....	.....	487, 844	1. 680	100. 00	212
7, 269	6. 360	7, 269	. 54983	49. 85	.....	.....	13, 728	1. 127	100. 00	213
2, 595, 678	. 478	2, 595, 678	1. 28503	85. 84	34, 509	4, 553	14, 580	. 414	100. 00	214
17, 480	. 799	17, 480	1. 21251	49. 78	16, 999	304	3, 024, 073	1. 183	98. 76	216
21, 832	2. 456	21, 832	2. 10932	98. 37	41	.....	35, 117	1. 827	100. 00	220
73, 399	1. 746	73, 399	1. 63995	97. 36	.....	.....	22, 192	1. 608	100. 00	222
22, 055	2. 351	22, 055	.....	38. 70	.....	.....	75, 388	1. 417	99. 03	223
39, 959	3. 557	39, 959	. 97679	56. 49	.....	54	56, 986	1. 199	100. 00	224
14, 483	4. 013	14, 507	. 43381	65. 84	.....	71	70, 738	. 569	100. 00	226
9, 659, 554	. 941	9, 659, 554	2. 09700	71. 78	.....	453, 568	22, 034	. 494	100. 00	227
35, 875	1. 423	35, 875	1. 67248	69. 03	30	1, 405	13, 455, 885	1. 613	93. 18	228
1, 021	.....	1, 021	.....	99. 39	.....	.....	51, 970	. 699	100. 00	264
52, 948	3. 937	52, 948	. 59233	54. 89	.....	.....	1, 027	.....	11. 74	267
31, 664	.....	31, 664	.....	92. 02	16	.....	96, 474	. 562	100. 00	268
4, 370	5. 710	4, 370	1. 13089	85. 15	464	147	34, 410	.....	100. 00	271
32, 575	6. 513	138, 079	10. 65385	100. 00	.....	.....	5, 132	. 996	100. 00	272
49, 971	1. 344	32, 575	1. 75768	56. 30	.....	573	138, 079	10. 654	100. 00	273
243, 851	1. 407	49, 971	2. 54281	76. 10	.....	639	57, 852	1. 023	100. 00	274
41, 946	2. 000	243, 851	3. 84345	89. 34	.....	1, 745	65, 668	1. 250	100. 00	276
421, 462	.....	41, 946	1. 81676	69. 98	.....	.....	272, 960	2. 119	100. 00	277
9, 132	.....	421, 462	.....	86. 83	.....	13, 168	59, 941	. 995	100. 00	278
7, 949, 752	. 807	9, 132	.....	54. 97	.....	.....	485, 398	.....	99. 89	280
128, 471	2. 951	7, 949, 752	2. 06247	78. 96	.....	105, 364	16, 612	.....	100. 00	281
15, 860, 916	. 874	128, 471	2. 43879	67. 53	.....	2, 130	10, 068, 376	1. 698	99. 90	282
2, 882	1. 616	15, 907, 250	1. 47488	75. 13	60, 082	606, 998	190, 245	1. 390	96. 35	294
93, 224	3. 075	2, 882	. 23162	21. 61	.....	2, 439	21, 172, 152	1. 385	97. 44	295
251, 340	1. 411	93, 224	1. 72372	64. 34	1	546	2, 439	.....	100. 00	310
19, 982	3. 290	251, 340	1. 32973	28. 03	5, 026	350, 393	546	.....	100. 00	311
1, 206, 502	. 649	19, 982	1. 13173	37. 72	515	1, 327	13, 338	. 536	99. 98	312
		1, 206, 502	2. 76440	99. 03	2, 120	.....	144, 888	1. 112	100. 00	313
							896, 594	1. 943	100. 00	314
							52, 977	. 639	100. 00	315
							1, 218, 413	2. 377	99. 97	317

¹ Includes \$34,810, unclassified.

GROUP II.

TABLE III.—EARNINGS AND INCOME FOR

A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100 × Col. 6 Col. 16
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
322	E. Broad Top R. R. & Coal Co	13,903	1.437	1,656	222	15,781	.60502	20.62
326	Emmitsburg R. R.	2,779	.....	242	188	3,209	.....	41.55
327	Emp. & Rich Vy. R. R.	902	4.506	.....	.....	902	.20035	5.46
328	Erie R. R. ¹	2,212,219	1.552	161,888	200,291	2,618,776	.87561	22.85
	[Line east of Sala- manca, N. Y.]							
347	N. Y. & Greenwood L. Ry. ²	225,267	1.072	2,760	9,588	238,061	.72029	67.33
362	Tioga R. R. ³	23,591	2.441	2,193	1,300	27,139	.77673	22.38
364	N. J. & N. Y. R. R.	217,365	1.227	3,157	11,025	231,547	.....	69.57
368	Erie & Wyo. Vy. R. R.	47,046	1.295	1,708	1,859	50,613	.45832	7.16
369	Fall Brk. Ry.	177,536	2.306	21,157	10,348	211,513	.50295	8.76
372	Falls Ck. R. R.	.....	.....	.....	.....	.....	.....	.....
373	Fonda, Johnst. & Glov. R. R.	125,119	1.949	2,647	8,000	135,766	.45630	46.83
378	Genesee & Wyo. Vy. Ry.	1,076	3.763	.....	25	1,101	.07439	5.68
379	George's Ck. & Cumb. R. R.	11,097	3.007	467	528	12,092	1.51635	2.77
89	Grand Trunk Ry. ⁴	.....	.....	.....	.....	.....	.....	.....
380	U. S. & Can. R. R.	1,964	2.419	956	164	3,084	.72777	25.57
381	Gray's Run R. R.	90	.....	167	.....	257	.....	6.15
383	Greenlick Ry. ⁵	.....	.....	.....	.....	.....	.....	.....
384	Greenwich & Johnsonv. Ry.	14,724	4.302	843	900	16,467	.59082	37.27
388	Hunters Run & Slate Belt R. R.	1,575	1.204	523	.....	2,098	.65048	26.62
389	Hunt. & Broad Top Mtn. R. R. & Coal Co.	43,823	2.466	4,729	4,342	53,391	.71273	8.23
390	Ironton R. R.	.....	.....	.....	.....	.....	.....	.....
391	Island R. R. ⁶	.....	.....	.....	.....	.....	.....	.....
393	Kanona & Prattsb R. R.	4,492	3.678	542	466	5,500	1.02813	26.25
394	Keesev., Au Sable Chasm & L. Cham. R. R.	7,976	5.555	480	480	8,936	1.56799	55.28
395	Ketner, St. Mary's & Shaw- mut R. R.	.....	.....	.....	.....	.....	.....	.....
396	Keystone R. R.	571	.....	.....	.....	571	.....	4.53
362	Kinderhook & Hud. Ry. Co. ⁷	9,461	.....	703	288	10,490	.....	47.32
399	Kishacoquillas Vy. R. R.	3,554	2.371	301	133	3,988	.75958	43.92
400	L. Cham. & Moriah R. R.	246	4.104	.....	.....	246	.05429	.48
401	Lanc. & Read. N. G. R. R.	15,959	3.123	1,060	614	20,349	.83922	47.08
402	Lanc., Oxf. & Sn. R. R.	4,122	.....	859	254	5,235	.....	37.32
403	Lebanon Spgs. R. R.	17,191	3.000	4,113	900	22,204	.38138	35.47
404	Lehigh & Hud. Riv. Ry.	21,199	2.303	3,198	24,594	49,034	.51165	13.22
406	Orange Co. R. R.	125	3.004	5,478	.....	5,603	.50995	14.56
407	Lehigh & Pavilion R. R. ⁸	.....	.....	.....	.....	.....	.....	.....
408	Lehigh Vy. R. R.	2,453,639	1.943	116,674	209,599	2,805,070	.48748	15.12
415	Elm., Cort. & Nn R. R. ⁹	80,648	2.253	6,577	7,195	95,350	.....	42.59
422	Middlesex Vy. R. R. ¹⁰	6,299	.....	550	417	7,266	.....	35.44
429	Ligonier Vy. R. R.	24,794	1.883	516	.....	25,464	1.20541	50.49
431	Little Falls & Dolgev. R. R.	12,655	3.796	515	802	13,972	3.05228	27.33
432	Little Saw Mill Run R. R.	1,943	1.660	.....	.....	1,943	.40191	3.86
433	Livonia & L. Conesus R. R. ¹¹	.....	.....	.....	.....	.....	.....	.....
447	Manahawkin & Long B. Transp. Co.	1,816	.....	709	308	2,833	.....	52.17
450	McKeespt. Con R. R.	.....	.....	.....	.....	.....	.....	.....
451	Medix Run R. R.	.....	.....	.....	.....	.....	.....	.....
455	Monongahela Con. R. R.	.....	.....	.....	.....	.....	.....	.....

¹ Report for seven months ending June 30, 1896. Reorganization of N. Y., L. Erie & Wn. R. R. See page 392, No. 328, for totals covering entire road. ² Report for ten months ending April 30, 1896.

³ Report for five months ending November 30, 1895.

⁴ Files no report; inserted to show relation of road following.

⁵ No earnings from operations.

⁶ Figures cover operations for nine months ending March 31, 1896. Leased to the Gt. Nn. Ry.

⁷ Report for eight months ending February 29, 1896. Reorganized as the Kinderhook & Hud. Ry.

⁸ Switching road. Not operated.

⁹ Operating report for six months ending December 31, 1895. Financial report for six months ending June 30, 1896.

¹⁰ Operating report for five months ending November 30, 1895. Financial report for seven months ending June 30, 1896.

¹¹ Report for five months ending June 30, 1896.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+ 14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
60,407	.930	60,407	.77200	78.92	.....	350	76,538	.734	99.21	322
4,274	.....	4,274	.....	55.36	.....	239	7,722	.....	100.00	326
15,611	4.519	15,611	1.15641	94.54	.....	.....	16,513	.917	100.00	327
8,351,864	.615	8,416,312	1.61279	73.45	25,824	398,230	11,459,142	1.396	99.88	328
114,093	2.566	114,437	1.56795	32.37	.....	1,053	353,551	.876	100.00	347
73,824	.905	73,825	1.62602	60.89	.....	20,283	121,247	1.509	100.00	362
98,970	5.352	98,970	.....	29.73	.....	2,330	332,847	.....	100.00	364
656,480	.865	656,480	3.78168	92.82	.....	162	707,255	2.490	93.11	368
2,198,514	.410	2,198,514	1.37887	91.03	4,971	.....	2,414,998	1.199	97.99	369
7,727	.....	7,727	.....	100.00	.....	.....	7,727	.....	100.00	372
148,661	8.964	148,661	5.26607	51.28	.....	5,486	289,913	.881	99.93	373
18,268	4.473	18,268	3.50632	94.32	.....	.....	19,369	.968	100.00	378
351,698	1.768	351,698	1.67436	80.52	72,603	407	436,800	2.003	99.39	379
8,980	1.093	8,980	.92961	74.43	.....	.....	12,064	.868	100.00	380
3,923	.....	3,923	.....	93.85	.....	.....	4,180	.....	100.00	381
27,346	5.585	27,346	2.63960	61.89	.....	369	44,182	1.156	100.00	384
5,741	3.708	5,741	.59320	72.84	.....	42	7,881	.611	100.00	388
592,164	.502	592,164	1.64971	91.32	.....	2,921	648,476	1.495	100.00	389
34,191	3.829	34,191	5.61977	100.00	.....	.....	34,191	5.620	94.55	390
29,209	.....	29,209	.....	96.58	.....	1,034	30,243	.....	100.00	391
13,260	6.213	13,260	.82614	63.29	64	2,128	20,952	.979	100.00	393
7,229	5.713	7,229	.42278	44.72	.....	.....	16,165	.709	93.12	394
8,972	7.357	8,972	1.10768	100.00	.....	.....	8,972	1.108	100.00	395
12,023	.....	12,023	.....	95.47	.....	.....	12,594	.....	100.00	396
11,681	.....	11,681	.....	52.68	.....	.....	22,171	.....	97.38	362
4,975	2.732	4,975	.31588	54.80	.....	116	9,079	.432	100.00	399
50,818	2.849	50,818	3.74020	99.52	.....	.....	51,064	2.819	99.66	400
22,870	5.939	22,870	3.05161	52.92	.....	.....	43,219	1.362	100.00	401
8,745	.....	8,789	.....	62.68	.....	.....	14,024	.....	100.00	402
39,762	3.123	39,762	1.11435	63.52	634	.....	62,600	.667	99.82	403
303,719	.633	303,719	1.46825	81.87	.....	312	353,065	1.166	100.00	404
32,794	.680	32,794	1.49063	85.22	.....	87	38,484	1.167	100.00	406
15,089,495	.569	15,089,495	1.20375	81.29	.....	666,031	18,560,596	1.015	95.63	408
126,951	.982	126,951	.....	56.72	.....	1,546	223,847	.....	100.00	415
12,836	.....	12,836	.....	62.61	.....	400	20,502	.....	100.00	422
24,967	2.948	24,967	2.43821	49.51	.....	.....	50,431	1.608	100.00	429
36,743	18.024	36,743	2.67564	71.86	.....	416	51,131	2.793	100.00	431
47,231	6.003	47,231	5.59943	93.82	970	200	50,344	3.794	100.00	432
7,220	.....	7,220	.....	100.00	.....	.....	7,220	.....	100.00	433
2,597	.....	2,597	.....	47.83	.....	.....	5,430	.....	100.00	447
42,623	.....	42,623	.....	100.00	.....	.....	42,623	.....	100.00	450
2,456	.....	2,456	.....	100.00	.....	.....	2,456	.....	100.00	451
182,932	.....	182,932	2.49601	100.00	.....	.....	182,932	2.496	100.00	455

GROUP II.

TABLE III.—EARNINGS AND INCOME FOR

A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	EARNINGS ARISING FROM PASSENGER SERVICE.						
		2 Passenger revenue.	3 Reve- nue per pas- senger per mile.	4 Mail.	5 Express.	6 Total passenger earnings, including miscel- laneous.	7 Pas- senger earn- ings per train mile.	8 Propor- tion to total earn- ings. 100× Col. 6 Col. 16
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
456	Monongahela Riv. R. R.....	31,236	.....	1,736	951	33,923	.....	16.33
457	Montour R. R.....	9,721	2.778	500	500	13,644	.59291	33.25
458	Montrose Ry.....	7,621	2.516	1,451	925	9,997	.28562	41.03
460	Mt. Hope Minl. R. R.....	.....	.....	.....	.....	.....	.....	.....
461	Mt. Jew. & Smethpt. R. R....	342	4.027	.....	.....	342	.26679	2.37
462	Mt. Jew., Kinzua & Riterv. R. R.	3,321	4.838	134	.....	3,455	.81561	6.87
464	Mt. McGregor R. R.....	3,925	4.488	.....	.....	3,978	1.17824	100.00
465	Mt. Penn Gravity R. R.....	14,681	1.785	.....	.....	14,681	.61872	98.74
466	National Docks Ry.....	.....	.....	.....	.....	.....	.....	.....
467	New Hav. & Dunbar R. R.....	.....	.....	.....	.....	.....	.....	.....
470	N. Y. Cent. & Hud. Riv. R. R	13,309,264	1.838	1,552,680	1,291,770	16,549,471	1.12769	37.20
491	Beech Ck. R. R.....	73,778	2.354	9,501	3,355	86,898	.41578	6.31
492	Buff. Erie Basin R. R. ¹.....	.....	.....	.....	.....	.....	.....	.....
493	St. Law. & Adirondack Ry. ²	37,675	1.606	3,773	2,246	43,951	.73555	37.74
494	Wallkill Vy. R. R.....	47,567	2.833	2,639	2,484	52,994	.89038	29.38
459	N. Y., L. Erie & Wn. R. R. ³ [Line east of Sala- manca, N. Y.]	1,821,855	1.460	104,563	151,937	2,111,598	.95263	23.31
496	N. Y., Ont. & Wn. Ry.....	654,067	2.084	46,183	75,000	776,973	.77149	20.56
501	N. Y., Phila. & Norf. R. R....	197,462	2.602	30,199	24,405	4 266,822	1.50168	28.35
502	N. Y., Susq. & Wn. R. R....	363,853	1.318	10,219	28,300	403,003	.72418	23.11
507	Wilkesb. & En. R. R.....	11,863	1.957	.....	.....	16,074	.40946	4.25
508	Newb., Dutch. & Conn. R. R.	26,147	2.259	4,559	2,092	32,798	.61320	21.10
509	Newpt. & Shermans Vy. R. R	7,014	2.395	1,549	399	8,962	.79664	40.62
510	Niag. Jctn. Ry.....	.....	.....	.....	.....	.....	.....	.....
513	Nn. N. Y. R. R.....	22,161	3.516	2,470	1,254	25,885	.48386	29.34
514	Oil Cy. & Ridg. Ry. & Min. Co. ⁵	.....	.....	.....	.....	.....	.....	.....
515	Olean, Oswayo & En. R. R..	2,109	.....	810	100	3,030	.21015	24.83
516	Oregon & Tex. Ry.....	.....	.....	.....	.....	.....	.....	.....
517	Owasco Riv. Ry.....	.....	.....	.....	.....	.....	.....	.....
917	Pennsylvania Co.: ⁶	.....	.....	.....	.....	.....	.....	.....
518	Waynesb. & Wash. R. R..	27,609	2.983	2,456	1,752	35,737	.90525	52.10
519	Pennsylvania R. R.....	7 14,866,281	8 1.950	1,417,511	1,498,436	17,782,228	1.20057	27.32
572	Allegh. Vy. Ry.....	657,856	2.309	34,985	29,828	732,045	.89047	28.72
574	Camden & Atl. R. R. ⁹	10 595,230	11 1.364	5,757	45,307	646,294	1.80870	80.61
573	Cumb. Vy. R. R.....	302,046	2.115	19,507	36,996	361,317	.84696	41.15
577	Mont Alto R. R.....	11,516	1.774	1,322	1,527	14,407	.51667	53.43
578	Junction R. R. (of Phila.)	.....	.....	.....	.....	.....	.....	.....
579	Nn. Cent. Ry.....	1,141,884	2.172	92,481	118,459	1,411,074	.90214	21.96
585	Un. R. R. (of Balt.).....	108,443	2.511	7,357	3,248	119,110	.....	20.63
586	Phila., Wilm. & Balt. R. R.	4,096,405	1.973	346,822	430,522	4,873,749	1.09719	53.11
596	Queen Anne's & Kent R. R. ¹²	6,627	2.541	1,537	578	8,742	.32803	35.20
602	W. Jersey R. R. ¹³	756,139	1.381	18,683	109,120	883,942	.91518	64.68

¹ Operated by N. Y. Cent. & Hud. Riv. R. R. as a transfer. No separate report of operations.² Figures cover whole line, 77.80 miles; 67.60 miles not in United States.³ Report of Receivers for five months ending November 30, 1895. Reorganized as Erie R. R. See page 392, No. 459, for totals covering entire road.⁴ Figures include operations of steamboats, barges, and tugs on 36 miles of water route.⁵ Road not in operation.⁶ Inserted to show relation of road following.⁷ Includes \$722,236, ferry earnings, Jersey City, N. J.⁸ On basis of \$14,144,044.72, which excludes ferry earnings, Jersey City, N. J. See note 7.⁹ Report for ten months ending April 30, 1896. Consolidated into W. Jersey & Seashore R. R.¹⁰ Includes \$239,769, earnings from Coopers Point and Philadelphia Ferry, Kensington and New Jersey Ferry, and Atlantic City street-car lines.¹¹ On basis of \$355,461, which excludes earnings from ferries and street-car lines. See note 10.¹² Figures cover operations for ten months ending April 30, 1896. Operated by Phila., Wilm. & Balt. R. R. for two months ending June 30, 1896.¹³ Report for ten months ending April 30, 1896. Consolidated into W. Jersey & Seashore R. R.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100 × Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100 × Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
144,866	.....	144,866	.....	69.76	25,908	2,990	207,687	.....	100.00	456
25,409	1.462	25,409	2.46789	61.91	1,988	.....	41,041	1.232	100.00	457
14,365	6.284	14,365	.70074	58.97	.....	.....	24,362	.439	99.92	458
18,825	.....	18,825	.....	100.00	.....	.....	18,825	.....	97.92	460
14,077	8.002	14,077	3.07224	97.63	.....	.....	14,419	2.459	99.56	461
46,859	4.917	46,859	1.49273	93.13	.....	.....	50,314	1.412	100.00	462
.....	.....	.....	.....	.....	.....	.....	3,978	1.178	100.00	464
48	.....	48	.....	.32	.....	140	14,869	.627	100.00	465
247,849	.....	247,849	.....	100.00	.....	.....	247,849	.....	100.11	466
16,947	.....	16,947	.....	100.00	.....	.....	16,947	.....	100.00	467
25,878,859	.668	25,984,710	1.79822	58.42	.....	1,945,659	44,479,840	1.527	98.53	470
1,284,664	.379	1,284,793	2.24971	93.38	.....	4,248	1,375,939	1.764	100.00	491
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	492
72,157	.919	72,217	.97461	61.99	224	90	116,482	.870	78.45	493
126,399	2.906	126,459	1.82578	70.09	.....	958	180,411	1.401	100.00	494
6,583,664	.540	6,667,187	1.62952	73.60	.....	279,912	9,058,697	1.436	98.59	459
2,960,595	.831	2,960,595	1.61357	78.34	.....	41,768	3,779,336	1.330	97.89	496
661,183	.976	672,395	3.41305	71.43	.....	2,036	941,253	2.512	100.00	501
1,312,018	.922	1,312,018	1.91714	75.24	27,243	1,447	1,743,711	1.405	96.88	502
362,079	.425	362,079	.94653	95.74	.....	61	378,214	.897	99.53	507
68,573	3.751	68,573	.99264	44.12	.....	54,056	155,427	1.268	99.84	508
13,011	3.211	13,011	.38552	58.97	.....	90	22,063	.490	100.00	509
12,274	.....	12,274	.....	99.53	.....	50	12,324	.....	99.08	510
56,696	2.918	56,696	1.54525	64.26	.....	5,649	88,230	.978	100.00	513
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	514
9,176	7.233	9,176	1.50562	75.17	.....	.....	12,206	.595	100.00	515
3,138	3.750	3,138	.61295	100.00	.....	.....	3,138	.613	100.00	516
10,365	48.962	10,365	12.25161	100.00	.....	.....	10,365	12.252	100.00	517
32,852	6.337	32,852	.95457	47.90	.....	10	68,599	.928	100.00	518
46,402,657	.563	46,402,657	1.89888	71.30	.....	899,934	65,084,819	1.658	93.47	519
1,796,912	.776	1,805,760	1.44848	70.84	.....	11,153	2,548,958	1.232	100.00	572
145,296	2.942	145,296	2.03785	18.12	.....	10,148	801,738	1.870	99.31	574
496,519	1.137	496,519	2.20403	56.55	5,225	15,012	878,073	1.347	99.34	573
12,523	2.342	12,523	1.09181	46.45	.....	32	26,962	.685	100.00	577
.....	.....	.....	.....	.....	.....	192,231	192,231	.....	100.00	578
4,835,029	.544	4,835,039	1.74376	75.25	.....	179,113	6,425,226	1.482	94.06	579
457,707	4.301	457,707	.....	79.28	.....	510	577,327	.....	96.14	585
4,153,482	1.271	4,153,482	2.00260	45.26	.....	149,884	9,177,115	1.408	94.93	586
15,703	3.597	15,703	1.05452	63.22	.....	392	24,837	.598	100.00	596
460,341	2.115	460,341	2.57972	33.69	.....	22,335	1,366,618	1.194	98.04	602

¹ See page 350, note 4.

GROUP II. TABLE III.—EARNINGS AND INCOME FOR
A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to tota earn- ings. 100 × Col. 6 Col. 16
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
599	Pennsylvania R. R.—Contd.							
600	W. Jersey & Seashore R. R. ¹	276,511	1.383	4,902	37,140	318,553	1.21456	70.71
604	Pa. & N. Wn. R. R.	44,427	2.792	4,955	2,390	52,349	.54703	8.35
605	Perry Co. R. R.	9,991		936	1,052	12,083	1.21741	56.27
636	Phila. & Read. R. R.	4,008,861	1.669	100,780	305,959	4,415,600	.84973	20.68
637	Atl. Cy. R. R.	593,264	1.125	4,178	18,000	615,442	1.08598	69.17
638	Phila. & Brigantine R. R. ⁴	898		156		1,054		48.35
639	Camden Co. R. R.	10,031	1.467	316		10,347	.34506	74.02
640	Chester & Del. Riv. R. R.							
641	Gettysb. & Harrisb. Ry.	27,374	1.881	2,622	1,200	31,317	.45208	29.50
642	Middlet. & Hummelst. R. R.	1,651	2.298			1,667	.45685	20.98
643	N. E. Pa. R. R.	36,998	1.589	1,751	360	39,109	.33934	42.58
644	Perkiomen R. R.	44,009	2.363	2,470	1,514	53,893	.64084	18.67
646	Phila. & Chest. Vy. R. R.	6,407	2.009	644		7,051	.19907	13.28
647	Port Read. R. R.							
649	Read. & Col. R. R.	100,932	2.162	4,119	4,200	109,251	.75122	37.55
650	Rupert & Bloomsb. R. R.	1,907	3.375	101		2,008	.19950	18.69
651	Stony Ck. R. R.	15,066	2.060	464		16,469	.60600	34.84
652	Tamaqua, Haz. & Nn. R. R.							
653	Phila. Belt Line R. R.							
654	Phila., Newt. & N. Y. R. R.	70,600	1.903	1,086	1,279	72,965		68.10
655	Phila., Read. & New Eng. R. R.	160,877	2.537	9,646	56,634	244,690	.66394	32.77
657	Portage Ck. & Rich Vy. R. R.							
658	Port Jer., Monti. & N. Y. R. R.	19,459	1.789	1,914	3,800	25,173	.55817	50.80
659	Pough. & En. Ry.	21,378	2.098	1,786	750	23,914	.35877	54.10
661	Raritan Riv. R. R.	13,462		583	2,247	16,292	.52786	28.35
662	Reynoldsv. & Falls Ck. R. R.							
665	Rkaway. Vy. Ry.							
666	St. Marys & S. Wn. R. R.	2,103	1.482		112	2,215	.33515	2.37
670	Silver L. Ry.	8,162	5.877	433	476	9,071	2.44238	40.95
671	Skaneateles R. R.	8,749	5.489	538	1,180	10,981	2.34883	39.06
673	Slate Run R. R.							
674	S. Jersey R. R.	53,078			2,879	55,957		69.44
676	Staten I. Rap. Trans. R. R.	454,543	1.347		2,053	465,743	1.00601	62.96
678	Sterling Mtn. Ry.	431	3.264			431		4.86
679	Stewartstown R. R.	3,125		355	205	3,685		23.65
681	Sugar Run R. R.							
682	Susq. & Buff. R. R.			100		100		3.20
684	Tuckerton R. R.	20,360	2.259	2,102	1,305	23,767	.77034	45.05
685	Tuscarora Vy. R. R.	4,940	26.082	1,030		5,970		34.20
686	Ulster & Del. R. R.	132,790	2.786	11,414	9,398	153,695	1.00066	36.65
689	Kaaterskill R. R.	8,770	6.869	109	348	9,283	2.24420	70.19
691	Stony Clove & Cats. Mtn. R. R.	26,510	6.528	746	994	28,306	2.01551	67.45
692	Unadilla Vy. Ry.	6,889	2.376	577	927	8,481	.47823	41.50
693	Un. Transp. Co.	22,112		1,800	381	24,310	.64292	62.67
695	Ursina & N. Fork Ry.	44	3.765			44		2.30
697	Valley R. R. (of Pa.)	64	5.077			64	.13614	.47
698	Wash. & Pot. R. R.							
699	Wn. Md. R. R.	268,860	1.552	18,252	17,628	353,964	.69192	31.26
704	Balt. & Harrisb. Ry.	90,666	1.601	5,951	3,116	113,736	.57506	44.11
707	Berlin Brh. R. R.	1,223	2.835	300	89	1,612	.72508	27.57
708	Wn. N. Y. & Pa. Ry.	706,545	2.107	57,015	51,500	840,497	.73260	26.38
719	Kinzua Vy. R. R.	468	3.137	78		546	.31447	6.25
721	Whippany Riv. R. R. ⁶							
722	Williams Vy. R. R.	12,736		374	490	13,600	1.13402	59.03
723	Williamspt. & N. Brh. R. R.	22,434	2.991	2,382	1,723	26,539	.36397	26.31
724	Wilm. & Nn. R. R.	77,805	1.931	4,680	2,950	95,510	.39559	19.74
725	York Sn. R. R.	19,263	2.538	3,102	1,187	24,146	.51430	36.44
727	Youghy. & Wick Hav. R. R. ⁷							

¹ Report for two months ending June 30, 1896. Consolidation of Alloway & Quinton, Camden & Atl., Phila., Marlton & Medf., W. Jersey, and W. Jersey & Atl. R. Rs.

² Includes \$39,082, earnings from ferries and Atlantic City street-car lines.

³ On basis of \$237,429, which excludes earnings from ferries and street-car lines. See note 2.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+ 14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
130,526	2.531	130,526	2.57798	28.97	.....	1,455	450,534	1.440	99.42	599
570,593	.856	570,593	2.14553	91.10	.....	3,436	626,378	1.732	100.00	600
9,369	.....	9,369	.31465	43.64	.....	20	21,472	.541	100.00	604
16,858,355	.923	16,860,569	1.84139	78.97	.....	74,009	21,350,178	1.488	97.02	605
271,646	3.292	271,646	2.47466	30.53	.....	2,665	889,753	1.315	99.85	636
1,126	.....	1,126	.....	51.65	.....	.....	2,180	.....	100.00	637
3,632	4.791	3,632	1.34471	25.98	.....	.....	13,979	.428	99.14	638
12,305	1.407	12,305	3.39369	100.00	.....	1	12,306	3.394	100.00	639
74,859	2.031	74,859	1.52842	70.50	.....	.....	106,176	.898	99.01	640
6,276	5.275	6,276	1.23664	79.02	.....	.....	7,943	.911	100.00	641
52,724	4.701	52,724	2.73637	57.42	.....	.....	91,833	.683	99.59	642
234,691	.985	234,691	1.27462	81.33	.....	.....	288,584	1.076	99.76	643
45,663	3.037	35,663	1.48543	86.01	.....	379	53,093	803	100.00	644
335,797	1.585	335,797	6.77925	99.90	.....	328	336,125	6.786	99.75	646
180,491	1.719	180,491	1.40896	62.03	.....	1,207	290,949	1.064	99.72	647
8,570	15.604	8,570	4.52264	79.79	.....	163	10,741	.898	100.00	649
30,806	1.820	30,806	1.72042	65.16	.....	.....	47,275	1.049	98.34	650
8,839	2.126	8,839	1.83337	81.55	.....	2,000	10,839	2.248	100.00	651
.....	.....	.....	.....	.....	1,113	.....	1,113	.....	11.65	652
33,653	2.975	33,653	.....	31.41	.....	527	107,145	.....	100.00	653
494,915	.904	494,915	1.27140	66.30	.....	6,965	746,570	.985	100.00	654
4,702	2.964	4,702	.86790	100.00	.....	.....	4,702	.868	100.00	657
24,380	3.758	24,380	1.12886	49.20	.....	.....	49,553	.743	100.00	658
20,292	3.980	20,292	.88417	45.90	.....	.....	44,206	.493	86.86	659
40,961	.....	40,961	2.53155	71.29	.....	208	57,461	1.221	100.00	661
78,813	.....	78,813	.....	100.00	.....	.....	78,813	.....	100.00	662
.....	.....	.....	.....	.....	.....	.....	⁵ 27,614	.....	100.00	665
8,873	1.745	8,873	.44744	9.48	11,134	71,361	93,583	3.539	100.00	666
13,083	5.318	13,083	1.17420	59.05	.....	.....	22,154	1.491	56.48	670
16,619	12.677	17,133	1.22159	60.94	.....	.....	28,114	1.503	100.00	671
19,762	2.583	19,762	1.97618	100.00	.....	.....	19,762	1.976	100.00	673
23,459	.....	23,459	.....	29.11	.....	1,165	80,581	.....	100.00	674
139,155	3.136	139,155	2.86694	18.81	.....	.....	604,898	1.183	79.13	676
8,441	1.641	8,441	.92711	95.14	.....	.....	8,872	.974	96.41	678
11,429	.....	11,429	.....	75.18	.....	183	15,297	.....	100.00	679
10,901	3.545	10,901	2.15098	100.00	.....	.....	10,901	2.151	100.00	681
3,030	.....	3,030	.....	96.80	.....	.....	3,130	.....	100.00	682
25,987	3.653	25,987	1.58055	49.27	.....	2,994	52,748	1.115	100.00	684
11,487	.....	11,487	.....	65.80	.....	.....	17,457	.....	100.00	685
264,649	4.641	264,760	2.18523	63.14	.....	900	419,355	1.526	96.17	686
3,919	23.544	3,943	.31773	29.81	.....	.....	13,226	.799	100.00	689
13,635	8.367	13,659	.87592	32.55	.....	.....	41,965	1.416	100.00	691
.....										
11,881	8.531	11,953	.68074	58.50	.....	.....	20,434	.579	99.02	692
14,035	.....	14,035	1.19577	36.18	.....	446	38,791	.783	100.00	693
1,858	5.300	1,858	.....	97.70	.....	.....	1,902	.....	100.00	695
13,530	12.894	13,530	2.20961	99.53	.....	.....	13,594	2.062	100.00	697
.....	.....	.....	.....	.....	.....	.....	¹ 7,196	.....	100.00	698
754,831	.911	778,335	.99068	68.74	.....	.....	1,132,299	.873	100.00	699
141,423	1.524	144,114	1.32184	55.89	.....	.....	257,850	.840	100.00	704
4,154	5.854	4,154	.62291	71.06	.....	80	5,846	.657	98.02	707
2,328,863	.502	2,345,534	1.43876	73.62	.....	.....	3,186,031	1.147	98.25	708
8,180	2.201	8,180	1.57166	93.75	.....	.....	8,726	1.257	99.97	719
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	721
9,439	.....	9,439	.26237	40.97	.....	.....	23,039	.480	100.00	722
73,240	1.593	73,240	1.62179	72.62	.....	1,079	100,858	.854	100.00	723
380,522	1.138	381,884	1.78820	78.92	.....	6,480	483,874	1.063	100.00	724
42,121	4.068	42,121	1.97900	63.56	.....	.....	66,267	.971	100.00	725
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	727

⁴ Report for three months ending June 30, 1896. Reorganization of Brigantine B. R. R.

⁵ Unclassified.

⁶ Report of Receiver for nine months ending June 30, 1896. No report of

operations. ⁷ No earnings.

GROUP III.

TABLE III.—EARNINGS AND INCOME FOR

A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100× Col. 6 Col. 16
	Total—Group III....	Dollars. 38,965,984	Cents. 2.020	Dollars. 5,425,930	Dollars. 3,893,545	Dollars. 49,101,775	Dollars. .90165	Per ct. 27.92
729	Addyston & Ohio Riv. R. R.							
730	Alliance & Nn. R. R.	6,810	2.709	1,479	738	9,027	.28658	21.10
731	Ann Arbor R. R. ¹	142,702	2.407	25,969	12,000	182,484	.73921	24.28
732	Arcadia & Betsey Riv. Ry. ²							
171	Balt. & Ohio R. R. ³	1,304,346	1.917	209,652	167,194	1,709,638	.74096	29.11
	[Line west of Ohio Riv.]							
741	Balt. & Ohio S. Wn. Ry. ⁴	1,005,672	1.712	243,082	107,400	1,385,424	.76221	35.75
	[Line east of Vin- cennes, Ind.]							
742	Clev. Term. & Vy. R. R. ⁵	100,919	2.374	5,520	6,099	114,002	.75248	20.51
743	En. Ohio R. R.	5,203	3.217	620	315	6,138	.62285	24.53
744	Pittsb. & Wn. Ry.	490,085		34,623	33,084	566,018	.84223	18.31
747	Valley Ry. (of Ohio) ⁶	54,239	2.269	1,951	2,286	59,243	.66047	25.95
749	Barberton Belt Line R. R.							
751	Bedford Belt Ry.	2,145			87	2,346		7.40
752	Bellaire, Zanesv. & Cin. Ry.	34,953	2.611	7,593	3,573	46,119	.37709	46.65
753	Boyne Cy. & S. En. R. R.	712	4.286	300		1,012	.11017	4.98
756	Cent. Un. Depot & Ry. Co. of Cin. ⁷							
757	Chic. & S. Bend R. R.							
759	Chic. & W. Mich. Ry.	575,464	2.105	61,555	37,540	674,559	.79574	40.00
	{Det., Lans. & Nn. R. R. ⁸	326,402	2.087	34,443	16,740	377,585	.90668	44.72
761	{Det., Lans. & Nn. R. R. ⁹	107,237	2.161	12,716	6,000	125,953	.80369	43.79
764	Sag. Vy. & St. L. R. R. ⁸	33,405	2.461	3,166	1,260	37,831	.75703	58.69
769	Cin. & Westwood R. R.	11,045		206	26	11,277		73.69
770	Cin., Georget. & Ports. R. R.	37,633		3,929	6,343	47,905	.87085	74.13
771	Cin., Ham. & Day. Ry.	1,202,505	1.829	87,368	98,657	1,405,691	.84415	31.64
777	Cin., Ham. & Indpls. R. R.	277,275	1.699	15,919	26,400	323,161	.74544	46.28
778	Cin., Jack. & Mack. Ry.	163,214	1.987	24,643	34,600	222,457	.53909	31.93
780	Cin., Leb. & Nn. Ry.	64,370	1.453	2,135	1,309	67,814	.58286	47.53
782	Cin. N. Wn. Ry.	6,894		302		7,388		57.45
783	Cin., Ports. & Va. R. R.	78,645	1.918	9,319	6,000	95,204	.57900	32.92
784	Clev., Akron & Cols. Ry.	240,344	1.811	18,140	23,135	285,786	.67527	34.07
785	Clev. Belt. & Term. R. R.							
786	Clev., Cant. & Sn. R. R.	153,927	1.730	17,000	11,880	205,708	.59066	29.10
789	Clev., Cin., Chic. & St. L. Ry. ¹⁰	2,977,667	1.969	361,213	264,513	3,603,393	1.01266	35.63
	[Line east of Terre Haute, Ind.]							
795	Day. & Un. R. R.	66,469	2.433	3,180	2,052	71,701	.76331	50.21
797	Mt. Gil. S. Line Ry.	2,198	5.000	112	200	2,510	.51093	51.45
798	Peoria & En. Ry. ¹¹	313,095	2.221	46,077	25,410	384,582	.88282	32.42
	[Line east of Dan- ville, Ill.]							
799	Clev., Lor. & Wheel. Ry.	183,483	1.926	16,011	11,119	221,869	.47260	13.96
800	Cols., Hock. Vy. & Tol. Ry.	465,222	1.996	33,879	28,400	536,543	.73521	18.86
803	Cols., Sdsby. & Hock. R. R.	138,664	1.723	11,045	9,596	159,305	.43488	17.61
805	Crawf. & Manistee Riv. Ry.							
806	Day., Leb. & Cin. R. R.	3,417	2.408		544	3,961	.54673	29.86
808	Det. & Mackinac Ry.	72,489	2.785	13,078	1,935	90,655	.71146	20.86

¹ Report for eight months ending June 30, 1896. Reorganization of Tol., Ann Arb. & N. Mich. Ry.² Report for period, September 25, 1895 to June 30, 1896.³ See page 392, No. 171, for totals covering entire road.⁴ See page 392, No. 741, for totals covering entire road.⁵ Report for period, October 6, 1895 to June 30, 1896. Reorganization of Valley Ry. (of Ohio).⁶ Report of Receivers for period, July 1 to October 5, 1895.⁷ No earnings. Expenses of operation divided on wheelage basis among roads using facilities.⁸ Report for nine months ending March 31, 1896.⁹ Report of Receiver for three months ending June 30, 1896.¹⁰ See page 392, No. 789, for totals covering entire road.¹¹ See page 392, No. 798, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100× Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+ 14+15	Total earnings per train mile.	Proportion to total earnings and income. 100× Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
122,696,667	.618	123,382,813	1.52302	70.18	1,354,119	1,982,497	175,821,204	1.303	90.92	
27,255	57.927	27,255	.57927	100.00	.....	.....	27,255	.579	100.00	729
33,036	2.077	33,036	2.75300	77.24	.....	712	42,775	.983	100.00	730
550,463	.757	550,463	1.49238	73.25	.....	18,549	751,496	1.221	100.00	731
4,604	.....	4,604	.....	100.00	.....	.....	4,604	.....	100.00	732
4,134,757	.507	4,161,894	1.14133	70.89	.....	.....	5,871,532	.986	97.95	171
2,363,992	.668	2,363,992	1.27959	61.01	46,371	79,250	3,875,037	1.057	99.85	741
431,326	.....	433,654	2.39685	78.00	.....	8,288	555,944	1.672	99.16	742
18,884	1.030	18,884	.31554	75.47	.....	.....	25,022	.359	100.00	743
2,504,043	.....	2,507,438	1.97533	81.11	.....	17,846	3,091,302	1.592	99.89	744
166,089	.961	166,415	.96834	72.89	.....	2,618	228,276	.873	99.60	747
17,770	.....	17,770	.....	100.00	.....	.....	17,770	.....	100.00	749
29,344	.....	29,344	.....	92.60	.....	.....	31,690	.....	100.00	751
44,278	3.963	44,278	.93889	44.79	.....	8,456	98,853	.583	79.82	752
18,926	.....	18,926	1.07975	93.24	.....	362	20,300	.760	100.00	753
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	756
.....	.....	.....	.....	.....	12,867	.....	12,867	.....	97.60	757
994,268	1.097	994,268	1.35468	58.97	13,846	3,485	1,686,158	1.066	99.85	759
442,587	1.216	442,587	1.28879	52.43	.....	24,061	844,233	1.111	100.00	761
157,443	1.263	157,443	1.31611	54.73	.....	4,265	287,661	1.041	99.98	
26,401	2.063	26,401	1.25042	40.95	20	212	64,464	.907	100.00	764
4,026	.....	4,026	.....	26.31	.....	.....	15,303	.....	100.00	769
16,597	4.312	16,597	.83898	25.68	.....	120	64,622	.864	100.00	770
2,874,464	.634	2,874,464	1.62458	64.70	132,201	30,485	4,442,841	1.294	99.87	771
373,436	.734	373,436	1.48249	53.48	.....	1,754	698,351	1.019	99.90	777
466,031	.677	466,031	.93728	66.92	7,041	963	696,492	.765	100.00	778
38,819	5.581	38,819	1.36081	27.20	.....	36,063	142,696	.985	100.00	780
5,473	.....	5,473	.....	42.55	.....	.....	12,861	.....	100.00	782
193,960	.903	193,960	1.42897	67.08	.....	.....	289,164	.963	100.00	783
490,228	.687	490,228	1.42681	58.45	58,947	3,776	838,737	1.094	100.00	784
24,397	.....	24,397	.98147	85.14	.....	4,262	28,659	1.153	100.00	785
496,274	.755	496,274	1.62134	70.22	.....	4,833	706,815	1.080	100.00	786
6,328,747	.631	6,328,747	1.54386	62.59	.....	180,436	10,112,576	1.321	99.52	789
70,795	1.569	70,795	1.22530	49.58	.....	301	142,797	.941	100.00	795
1,990	8.812	1,990	.13505	40.80	.....	378	4,878	.248	100.00	797
800,930	.606	800,930	1.34551	67.50	.....	968	1,186,480	1.151	100.00	798
1,365,049	.495	1,365,049	1.25536	85.88	2,580	.....	1,589,498	1.021	100.00	799
2,283,076	.558	2,283,076	2.53097	80.28	17,460	7,106	2,844,185	1.743	99.32	800
717,765	.554	717,765	1.12024	79.30	26,169	1,781	905,020	.899	100.00	803
5,876	2.425	5,876	.71143	100.00	.....	.....	5,876	.711	100.00	805
9,250	2.312	9,250	.42566	69.76	.....	50	13,261	.458	100.00	806
343,807	1.878	343,807	.91501	79.14	.....	.....	434,462	.863	100.00	808

GROUP III. TABLE III.—EARNINGS AND INCOME FOR
A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100× Col. 6 Col. 16
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
810	Elkhart & Wn. R. R.	2,032			123	2,155		10.94
328	Erie R. R. ¹	648,875	2.040	56,960	90,273	816,621	.85266	20.32
	[Line west of Sala- manca, N. Y.]							
818	Chic. & Erie R. R.	413,205	1.750	35,060	66,201	532,886	.65964	20.17
819	Evansv. & T. Haute R. R. ...	269,998	2.103	24,402	33,441	327,841	1.07909	29.89
821	Evansv. & Indpls. R. R. ...	79,470	2.765	11,920	11,147	102,537	.79891	33.34
822	Evansv. & Rich. R. R.	18,711	2.693	6,170	1,241	26,122	.37907	22.46
824	Find., Ft. Way. & Wn. Ry. ..	22,204	2.578	4,205	3,600	30,213	.30742	37.42
825	Flint & Pére Marq. R. R.	646,915	2.191	61,546	40,812	765,415	.74718	35.23
89	Gr. Trunk Ry.: ²							
830	Chic. & Gr. Trunk Ry.	845,565	1.553	59,127	39,999	977,140	.84116	29.77
832	Cin., Sag. & Mack. R. R. ...	35,804	2.282	4,019	1,208	41,602	.63765	30.14
833	Chic., Det. & Can. Gr. Trunk Jctn. Ry.	141,059	2.414	8,415	10,893	160,367	.79215	63.50
834	Det., Gr. Hav. & Milw. Ry. ...	393,565	2.290	29,370	20,001	453,994	.92877	45.52
835	Mich. Air Line Ry.	32,336	2.763	8,971	5,743	47,050	.58222	28.81
836	Tol., Sag. & Musk. Ry.	22,008	2.182	7,295	500	30,317	.30884	34.27
839	Ind., Dec. & Wn. Ry. ³	70,258	1.987	10,092	9,650	92,315	.62665	38.31
	[Line in Indiana.]							
840	Ind., Ill. & Io. R. R. ⁴	25,063	2.469	11,467	1,299	38,061	.61728	9.64
	[Line in Indiana.]							
841	Ind. Nn. Ry.							
842	Indpls. Un. Ry. ⁵					7,564		1.24
844	Iron Ry.	2,585	3.065			2,585	.61610	5.33
845	Ivorydale & Mill Ck. Vy. Ry.							
846	Jamest. & L. Erie Ry.	13,058	1.946	1,277	1,021	15,356	.40253	39.12
847	L. Erie & Wn. R. R.	890,236	2.372	64,998	55,757	1,028,440	.92159	30.22
848	Nn. Ohio Ry.	26,182	1.340	9,951	6,600	42,981	.33921	28.76
849	L. Erie, Alliance & Sn. Ry. ..	2,873	2.558	2,124	1,062	6,059	1.06295	19.49
850	L. Shore & Mich. Sn. Ry.	4,642,438	2.148	1,338,254	578,164	6,653,792	1.44409	30.97
865	N. Y., Chic. & St. L. R. R. ...	873,809	1.601	28,458	53,516	964,480	.89727	15.65
867	Pittsb. & L. Erie R. R.	538,093	2.003	20,216	21,563	593,213	.80739	11.71
873	Ellwood Con. R. R.	1,292		7	105	1,404		45.82
874	Lakeside & Marbleh. R. R. ...	2,509	2.452	299	312	3,120	.32932	7.31
876	Louisv., Evansv. & St. L. Consol. R. R.	450,410	1.911	47,092	43,500	541,002	.78215	34.90
877	Louisv., New Alb. & Chic. Ry.	779,516	2.065	97,583	111,796	1,027,949	1.04090	31.07
880	Louisv., New Alb. & Cdn. R. R.	5,258	4.546	403	524	6,185	1.57510	44.67
881	Lowell & Hastings R. R.	3,170	2.723	541	6159	3,968	.79355	37.27
883	Manistee & Gr. Rap. R. R. ...	593	2.985			593		1.68
885	Manistee & N. En. R. R.	41,809	2.252	3,922	651	47,007	.45595	25.16
888	Mason & Oceana R. R.	2,352	3.066	1,265		3,617	.20093	19.34
889	Mich. Cent. R. R. ⁷	3,711,518	2.250	331,186	425,806	4,468,510	1.01593	31.65
906	Middlet. & Cin. R. R.	3,293	2.332		318	3,611	.48585	12.42
909	New Castle & Butler R. R. ...							
470	N. Y. Cent. & Hud. Riv. R. R.: ⁸							
910	Dunk., Allegh. Vy. & Pittsb. R. R.	83,990	2.352	8,025	2,888	96,386	.73264	44.18
459	N. Y., L. Erie & Wn. R. R. ⁹ ..	635,946	1.634	34,113	52,499	736,284	.98971	24.49
	[Line west of Sala- manca, N. Y.]							

¹ Report for seven months ending June 30, 1896. Reorganization of N. Y., L. Erie & Wn. R. R. See page 392, No. 328, for totals covering entire road.

² Files no report; inserted to show relation of six roads following.

³ See page 392, No. 839, for totals covering entire road.

⁴ See page 392, No. 840, for totals covering entire road.

⁵ Performs switching service only.

⁶ Includes revenue from extra baggage.

⁷ Figures cover whole line, 1,642.15 miles; 380.04 miles not in United States.

⁸ Inserted to show relation of road following.

⁹ Receiver's report for five months ending November 30, 1895. Reorganized as Erie R. R. See page 392, No. 459, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
13, 093	-----	14, 351	-----	72. 82	2, 915	286	19, 707	-----	100. 00	810
3, 132, 055	. 584	3, 134, 670	1. 00354	78. 00	33, 433	34, 071	4, 018, 795	. 985	100. 00	328
2, 085, 501	. 479	2, 089, 915	1. 12931	79. 10	16, 596	2, 571	2, 641, 968	. 994	97. 39	818
659, 647	1. 027	659, 647	2. 04211	60. 14	93, 687	15, 689	1, 096, 864	1. 750	96. 30	819
194, 949	1. 572	194, 949	1. 71229	63. 39	9, 579	463	307, 528	1. 270	99. 94	821
90, 201	1. 846	90, 201	1. 30897	77. 54	-----	-----	116, 323	. 842	99. 76	822
46, 015	2. 293	46, 015	. 94540	56. 99	-----	4, 516	80, 744	. 549	100. 00	824
1, 398, 560	. 731	1, 398, 560	1. 14347	64. 38	8, 467	-----	2, 172, 442	. 967	93. 27	825
2, 301, 219	. 525	2, 301, 219	1. 04726	70. 13	-----	3, 330	3, 281, 689	. 977	97. 05	830
96, 065	1. 563	96, 065	2. 20540	69. 58	392	-----	138, 059	1. 269	99. 66	832
92, 186	1. 260	92, 186	1. 01496	36. 50	-----	-----	252, 553	. 861	98. 92	833
482, 852	1. 223	482, 852	1. 16888	48. 42	49, 646	10, 723	997, 215	1. 106	100. 00	834
114, 271	. 850	114, 271	. 93400	69. 97	-----	2, 000	163, 321	. 804	99. 96	835
58, 141	1. 561	58, 141	. 90368	65. 73	-----	-----	88, 458	. 544	100. 00	836
148, 528	1. 063	148, 687	1. 85475	61. 69	-----	-----	241, 002	1. 059	100. 00	839
355, 142	. 856	355, 142	1. 65721	90. 00	-----	1, 408	394, 611	1. 430	99. 99	840
-----	-----	-----	-----	-----	2, 884	-----	2, 884	-----	100. 00	841
-----	-----	-----	-----	-----	429, 493	169, 463	606, 520	-----	97. 80	842
24, 194	2. 194	24, 194	1. 71626	49. 92	11, 102	10, 588	48, 469	2. 650	-----	844
45, 041	-----	45, 041	-----	93. 68	3, 041	-----	48, 082	-----	100. 00	845
22, 643	-----	22, 643	. 73175	51. 69	-----	1, 254	39, 253	. 568	100. 00	846
2, 229, 648	. 632	2, 229, 648	1. 65390	65. 52	64, 720	80, 220	3, 403, 028	1. 381	100. 00	847
104, 717	. 822	104, 717	. 91073	70. 06	-----	1, 772	149, 470	. 618	100. 00	848
21, 967	1. 590	21, 967	1. 28466	70. 67	-----	3, 058	31, 084	1. 363	100. 00	849
14, 228, 197	. 551	14, 478, 772	1. 85694	67. 42	-----	345, 367	21, 477, 931	1. 731	97. 77	850
5, 189, 391	. 517	5, 189, 391	1. 27837	84. 21	-----	8, 696	6, 162, 567	1. 200	99. 81	865
4, 439, 539	. 672	4, 444, 611	3. 11014	87. 77	-----	26, 261	5, 064, 085	2. 340	99. 71	867
1, 661	-----	1, 661	-----	54. 18	-----	-----	3, 065	-----	100. 00	873
39, 562	2. 350	39, 562	6. 06962	92. 69	-----	-----	42, 682	2. 669	100. 00	874
999, 264	. 916	999, 264	1. 69590	64. 46	2, 196	7, 826	1, 550, 288	1. 210	98. 64	876
2, 267, 057	. 853	2, 269, 706	1. 76940	68. 58	2, 709	8, 743	3, 309, 107	1. 458	97. 89	877
7, 663	7. 326	7, 663	. 65040	55. 33	-----	-----	13, 848	. 882	100. 00	880
6, 679	7. 487	6, 679	. 44529	62. 73	-----	-----	10, 647	. 532	100. 00	881
34, 271	3. 249	34, 271	2. 23149	97. 15	389	24	35, 277	2. 297	100. 00	883
147, 479	1. 678	147, 479	1. 66009	74. 22	-----	1, 151	195, 637	1. 019	100. 00	885
15, 079	2. 900	15, 079	. 68541	80. 66	-----	-----	18, 696	. 467	100. 00	888
9, 580, 704	. 626	9, 601, 740	1. 52165	68. 01	-----	47, 948	14, 118, 198	1. 318	99. 68	889
22, 304	2. 820	22, 304	1. 00026	77. 13	-----	3, 000	28, 915	. 973	91. 14	906
8, 187	5. 000	8, 187	. 67130	100. 00	-----	-----	8, 187	. 671	100. 00	909
121, 414	1. 538	121, 552	1. 34120	55. 72	-----	222	218, 160	. 982	100. 00	910
2, 217, 771	. 500	2, 250, 910	1. 03069	74. 84	-----	20, 287	3, 007, 481	1. 027	100. 00	459

GROUP III. TABLE III.—EARNINGS AND INCOME FOR
A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100×Col.6 Col.16
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
912	Norf. & Wn. R. R. ¹ [Line north of Ohio Riv.]	224, 685	2. 491	19, 880	9, 573	254, 138	. 80959	27. 22
914	N. Wn. Monroe Ry.....							
916	Ohio Sn. R. R.....	83, 210	1. 752	9, 877	12, 060	105, 147	. 43364	12. 92
917	Pennsylvania Co.....	3, 245, 633	2. 094	457, 947	399, 306	4, 231, 641	1. 00607	22. 09
934	Cin. & Musking. Vy. Ry..	124, 528	2. 327	13, 723	10, 886	151, 400	. 47555	32. 99
935	Clev. & Mari. Ry.....	70, 042	2. 404	8, 538	4, 255	84, 011	. 56964	21. 32
936	Gr. Rap. & Ind. R. R.....	794, 033	2. 214	64, 253	45, 939	936, 503	. 82004	34. 92
940	Pittsb., Cin., Chic. & St. L. Ry.	4, 240, 626	1. 998	774, 184	501, 882	5, 661, 355	1. 01795	30. 76
950	Newpt. & Cin. Brg. Co..							
951	Pittsb., Chartiers & Youghy. Ry.	10, 270	2. 490	292	788	11, 350	. 27726	6. 00
952	Pittsb. & Castle Shan. R. R.	40, 077	2. 507	288	1, 346	44, 935	. 43897	65. 19
953	Pittsb. & Moon Run R. R...	2, 018	.....	200	.....	2, 218	.....	11. 20
954	Pittsb. Jctn. R. R.....	5, 233	.....	1, 095	.....	6, 328	.....	1. 70
955	Pittsb., Lisbon & Wn. Ry. ² .	1, 259	2. 683	224	157	1, 659	. 31912	24. 41
950	Pittsb., Marion & Chic. Ry. ³	6, 890	2. 697	1, 114	360	8, 394	. 31916	22. 18
956	Pittsb., Shen. & L. Erie R. R.	152, 416	1. 956	12, 903	13, 338	180, 416	. 67485	27. 52
958	Pontiac, Oxf. & Nn. R. R....	36, 568	2. 364	7, 586	1, 560	46, 237	. 57547	42. 85
959	Sag., Tusc. & Huron R. R....	37, 863	2. 321	4, 961	552	43, 376	. 49485	39. 14
960	St. Clairsv. & Nn. Ry.....	4, 297	5. 552	126	240	4, 872	.....	79. 46
962	Salem R. R.....	4, 496	6. 662	340	813	5, 890	1. 34092	28. 37
963	S. Hav. & En. R. R.....	11, 214	2. 178	1, 848	2, 527	15, 589	1. 18439	71. 07
964	T. Haute & Indpls. R. R. ⁴ .. [Line in Indiana.]	513, 895	2. 264	121, 282	42, 323	678, 004	. 89197	34. 70
967	Tionesta Vy. Ry.....	9, 807	5. 037	1, 043	319	11, 169	. 43656	19. 27
968	Tionesta Vy. & Hickory Ry.							
969	Tionesta Vy. & Salmon Ck. Ry.							
970	Tol. & Ohio Cent. Ry.....	385, 250	2. 015	25, 096	18, 493	438, 340	. 57829	22. 44
971	Kanawha & Mich. Ry. ⁵ .. [Line north of Ohio Riv.]	52, 610	2. 316	5, 049	2, 459	61, 222	. 48550	28. 14
972	Tol. & Ohio Cent. Ex. R. R..	16, 528	2. 305	2, 174	600	19, 499	. 27553	29. 33
969	Tol., Ann Arb. & N. Mich. Ry. ⁶	99, 705	1. 871	12, 984	6, 000	119, 794	. 98600	29. 63
973	Tol., St. L. & Kans. Cy. R. R. ⁷ [Line in Indiana and Ohio.]	233, 625	1. 647	32, 751	34, 575	312, 665	. 60816	22. 69
974	Tol. S. En. Ry. ⁸							
978	Wabash R. R. ⁹ [Line east of Dan- ville, Ill.]	1, 346, 210	1. 942	189, 508	130, 407	1, 697, 969	. 77884	32. 07
983	Wheel. & L. Erie Ry.....	139, 176	2. 477	15, 710	11, 425	167, 821	. 42204	11. 31
986	Zanesv. & Ohio Riv. Ry.....	46, 972	2. 375	5, 996	2, 555	56, 802	. 59117	44. 92

¹ See page 392, No. 912, for totals covering entire road.² Report for two months ending June 30, 1896. Reorganization of Pittsb., Marion & Chic. Ry.³ Report of Receiver for ten months ending April 30, 1896.⁴ See page 392, No. 964, for totals covering entire road.⁵ See page 392, No. 971, for totals covering entire road.⁶ Report of Receiver for four months ending October 31, 1895. Reorganized as Ann Arbor R. R.⁷ Group figures assigned by this office. See page 392, No. 973, for totals covering entire road.⁸ Report for period August 12, 1895 to June 30, 1896.⁹ Group figures assigned by this office. See page 392, No. 978, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Percent.	
653,277	.419	653,277	1.14281	69.98	.....	26,159	933,574	1.054	97.55	912
426	3.444	426	.....	100.00	.....	.....	426	.....	100.00	914
607,862	.497	607,862	1.45918	74.70	99,575	1,197	813,781	1.235	99.94	916
14,617,882	.642	14,634,384	2.02354	76.42	.....	285,234	19,151,259	1.674	89.07	917
278,766	1.140	278,766	1.45440	60.75	.....	28,745	458,911	.900	100.00	934
305,807	.820	305,807	1.35142	77.62	4,175	.....	393,993	1.054	97.97	935
1,715,770	.840	1,724,268	1.64135	64.28	.....	21,370	2,682,141	1.223	99.96	936
12,286,937	.673	12,494,050	1.61172	67.90	94,747	151,168	18,401,320	1.382	99.74	940
.....	.....	.....	.....	.....	.....	115,000	115,000	.....	99.16	950
177,660	1.805	177,660	4.79100	93.96	.....	83	189,093	2.424	98.13	951
22,203	11.090	22,203	.28119	32.21	.....	1,795	68,933	.625	100.00	952
17,592	.....	17,592	.....	88.80	.....	.....	19,810	.....	100.00	953
366,892	.....	366,892	.....	98.30	.....	.....	373,220	.....	100.00	954
5,139	1.945	5,139	2.63530	75.59	.....	.....	6,798	.951	100.00	955
29,445	2.088	29,445	1.96955	77.82	.....	.....	37,839	.917	100.00	950
465,858	.480	465,858	1.31181	71.05	3,655	5,746	655,675	1.053	99.73	956
61,510	2.584	61,510	.76467	57.01	.....	156	107,903	.671	100.00	958
66,766	1.962	66,766	1.59255	60.25	.....	674	110,816	.855	99.88	959
1,259	.....	1,259	.....	20.54	.....	.....	6,131	.....	100.00	960
13,869	3.231	14,871	.85086	71.63	.....	.....	20,761	.949	100.00	962
6,295	3.059	6,295	.15933	28.70	.....	52	21,936	.417	100.00	963
1,255,005	.824	1,255,005	1.41108	64.24	.....	20,786	1,953,795	1.184	100.00	964
46,785	4.880	46,785	2.99905	80.73	.....	.....	57,954	1.407	100.00	967
2,172	4.787	2,172	.77573	100.00	.....	.....	2,172	.776	100.00	968
3,128	6.302	3,128	1.83982	100.00	.....	.....	3,128	1.840	100.00	969
1,443,463	.522	1,444,002	1.37470	74.27	50,106	12,055	1,944,503	1.075	99.51	970
143,461	.565	143,543	1.31903	65.98	.....	12,800	217,565	.926	100.00	971
45,620	1.622	45,620	1.62729	68.64	61	1,287	66,467	.673	100.00	972
275,278	.828	275,278	1.51241	68.09	.....	9,197	404,269	1.332	100.00	969
1,065,459	.457	1,065,459	1.45071	77.31	.....	.....	1,378,124	1.104	100.00	973
1,743	.....	1,743	.....	100.00	.....	.....	1,743	.....	100.00	974
3,468,546	.557	3,566,715	1.31435	67.37	.....	29,725	5,294,409	1.082	99.10	978
1,256,779	.474	1,256,779	1.38853	84.71	53,049	6,000	1,483,649	1.139	99.67	983
68,700	1.621	68,700	1.34769	54.33	.....	951	126,453	.860	100.00	986

GROUP IV. TABLE III.—EARNINGS AND INCOME FOR
A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100× Col. 6 Col. 16
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
	Total—Group IV.....	9, 876, 703	2. 159	1, 660, 562	742, 160	12, 392, 780	. 87889	27. 46
987	Aberd. & Rockfish R. R.....	.....	.....	.....	.....	.....	.....	.....
988	Aberd. & W. End R. R.....	2, 312	.....	1, 084	.....	3, 396	.....	6. 64
990	Atl. & Danv. Ry.....	93, 027	2. 679	16, 577	5, 244	114, 848	. 35831	20. 25
991	Atl. & N. Car. R. R.....	51, 205	.....	7, 544	11, 618	70, 367	1. 17845	50. 23
992	Atl. Coast Line Assn.....	1, 179, 371	2. 473	261, 132	113, 751	1, 568, 514	. 89609	31. 31
1005	Col., Newb. & Laurens R. R.	25, 248	.....	6, 127	693	32, 338	. 48399	33. 17
171	Balt. & Ohio R. R. ¹ [Line south of Har- pers Ferry, W. Va.]	91, 656	2. 328	15, 454	8, 478	115, 680	. 76661	34. 62
1009	W. Va. & Pittsb. R. R.....	87, 642	3. 320	10, 808	15, 775	115, 594	. 70791	29. 27
1012	Blue Ridge R. R.....	11, 571	.....	2, 302	445	14, 318	2. 30753	41. 34
1017	Caldwell & Nn. R. R.....	190	.....	.....	.....	190	.....	4. 13
1019	Cape Fear & Yad. Vy. Ry...	108, 404	1. 742	28, 081	7, 500	143, 985	. 56764	26. 04
1022	Car., Knoxv. & Wn. Ry....	2, 261	.....	661	.....	2, 922	.....	37. 05
1023	Carthage R. R.....	2, 528	.....	928	51	3, 516	. 72708	16. 72
1025	Charleston, Clendennin & Sutton R. R.	18, 031	.....	1, 259	.....	19, 290	.....	33. 32
1027	Ches. & Ohio Ry. ² [Line east of Hunt- ington, W. Va.]	1, 379, 305	2. 027	185, 601	76, 994	1, 641, 900	. 94668	20. 87
1029	Chester & Lenoir N. G. R. R.	28, 744	3. 035	5, 756	1, 182	35, 778	. 42056	35. 63
1032	Dry Fork R. R.....	7, 343	3. 113	963	206	8, 596	. 63786	15. 66
1033	E. Shore Term. Co.....	.....	.....	.....	.....	.....	.....	.....
1034	Farmv. & Powhatan R. R...	6, 068	3. 386	4, 036	441	10, 562	. 55893	14. 47
1035	Georget. & Wn. R. R.....	11, 866	2. 862	1, 965	837	14, 732	. 52297	40. 83
1036	Glendon and Gulf R. R.....	257	.....	.....	.....	257	.....	10. 13
1037	Glenn Spgs. R. R.....	2, 507	2. 473	355	162	3, 024	1. 18063	62. 69
1038	Greenwood, Anderson & Wn. Ry. ³	3, 869	. 476	1, 027	153	5, 049	. 20050	24. 64
1039	Car. Midl. Ry. ⁴	5, 382	4. 015	1, 230	190	6, 802	. 54673	18. 39
1041	Hendersonv. & Brevard Ry. ⁵	2, 627	3. 218	393	251	3, 271	. 90100	59. 05
1051	Moore Co. R. R.....	237	2. 000	.....	.....	237	.....	1. 83
1054	Norf. & Sn. R. R.....	76, 886	3. 138	8, 849	3, 978	90, 613	. 94027	21. 52
912	Norf. & Wn. R. R. ⁶ [Line south of Ohio Riv.]	1, 327, 047	2. 244	168, 171	124, 212	1, 619, 430	. 79749	16. 32
1058	Northamp. & Hertf. R. R....	572	3. 554	397	99	1, 267	. 89248	10. 58
1059	Ohio Riv. R. R.....	372, 829	2. 624	28, 099	8, 383	409, 311	. 87195	40. 56
1061	Ravenswood, Spencer & Glenv. Ry.	10, 770	3. 179	1, 704	1, 261	13, 735	. 56670	25. 70
1062	Ohio Riv. & Charleston Ry..	44, 649	2. 412	14, 116	1, 124	59, 889	. 67809	29. 93
1064	Pennsb. & Har. Ritchie Co. Ry.	2, 557	4. 612	422	.....	2, 980	.....	53. 03
1066	Port Roy. & Aug. Ry.....	41, 362	1. 226	7, 670	2, 176	51, 208	. 44703	17. 61
1067	Port Roy. & Wn. Car. Ry....	88, 876	2. 758	4, 290	3, 207	106, 373	. 58634	25. 97
1069	Pot., Fredsb. & Piedmont R. R.	3, 986	3. 277	2, 430	.....	6, 416	. 94294	28. 10
1070	Powellton & Pocahontas Ry.	969	4. 858	226	1, 178	2, 373	.....	9. 83
1071	Ral. & Wn. Ry.: ⁷	.....	.....	.....	.....	.....	.....	.....
1072	Egypt Ry.....	195	3. 095	.....	.....	195	.....	2. 24
1074	Rich., Fredsb. & Pot. R. R..	294, 963	2. 327	50, 673	27, 509	381, 836	1. 22050	51. 64
1077	Ripley & Mill Ck. Vy. Ry....	3, 516	4. 874	636	75	4, 227	. 90313	27. 82

¹ See page 392, No. 171, for totals covering entire road.

² See page 392, No. 1027, for totals covering entire road.

³ Report for period, January 15 to June 30, 1896. Operating Car. Midl. Ry.

⁴ Report for period, July 1, 1895 to January 14, 1896. ⁵ Report for eight months ending June 30, 1896.

⁶ See page 392, No. 912, for totals covering entire road.

⁷ Report not filed; inserted to show relation of road following.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
31,761,914	.660	31,924,803	1.38564	70.74	187,394	577,324	¹ 45,130,321	1.214	92.76	
15,505	.....	15,505	.....	100.00	.....	.....	15,505	.....	100.00	987
47,727	.....	47,727	.....	93.36	.....	.....	51,123	.....	100.00	988
431,765	1.730	431,765	1.52642	76.13	1,320	19,221	567,154	.940	100.00	990
69,026	.....	69,026	2.31334	49.27	.....	694	140,087	1.564	100.00	991
3,352,361	1.534	3,352,361	1.77623	66.91	.....	89,146	5,010,021	1.377	97.91	992
65,147	.....	65,147	1.14873	66.83	.....	.....	97,485	.789	100.00	1005
218,325	1.008	218,405	1.29485	65.38	.....	.....	334,085	1.045	96.65	171
258,050	2.068	260,171	1.82157	65.88	17,987	1,128	394,880	1.290	82.52	1069
18,899	.....	18,899	1.01524	54.57	.....	1,415	34,632	1.395	100.00	1012
3,851	.....	3,851	.....	83.92	13	535	4,589	.....	100.00	1017
405,207	1.386	405,207	1.32382	73.27	3,074	766	553,032	.988	100.00	1019
4,322	.....	4,322	.....	54.81	.....	641	7,885	.....	100.00	1022
17,517	.....	17,517	1.20738	83.28	.....	.....	21,033	1.087	100.00	1023
38,125	.....	38,125	.....	65.87	472	.....	57,887	.....	100.00	1025
6,145,305	.385	6,145,305	1.43047	78.08	.....	82,944	7,870,149	1.305	98.41	1027
60,039	4.227	60,039	1.19205	59.79	.....	4,593	100,410	.741	100.00	1029
45,993	2.705	45,993	1.78178	83.80	.....	297	54,886	1.397	97.05	1032
56,574	2.645	62,167	1.20696	85.18	.....	259	² 47,746	.....	100.00	1033
21,080	2.566	21,080	.77300	58.41	.....	.....	72,988	1.037	98.44	1034
2,285	.....	2,285	.....	89.87	.....	.....	³ 36,086	.651	100.00	1035
1,800	14.870	1,800	.23420	37.31	.....	.....	2,542	.....	100.00	1036
14,959	6.770	14,959	.79525	73.02	.....	478	4,824	.471	99.69	1037
29,303	12.471	29,303	1.80763	79.24	.....	878	20,486	.466	100.00	1038
2,268	9.067	2,268	.20827	40.95	.....	.....	36,983	1.291	100.00	1039
12,608	.....	12,602	1.40027	97.40	.....	100	5,539	.381	100.00	1041
289,068	1.982	330,274	3.90350	78.42	.....	242	12,945	1.438	99.23	1051
8,241,604	.450	8,241,60	1.11509	83.08	.....	59,191	421,127	2.327	98.30	1054
9,716	15.701	9,716	2.28071	81.07	.....	1,000	9,920,225	1.053	99.89	912
585,389	.757	585,389	1.68587	58.00	.....	14,482	11,983	2.110	100.00	1058
39,402	3.169	39,402	1.74106	73.80	.....	268	1,009,182	1.236	99.96	1059
135,313	1.973	135,313	1.23165	67.64	1,147	3,720	53,405	1.139	100.00	1061
2,615	14.294	2,615	.....	46.55	.....	22	200,069	1.010	100.00	1062
222,933	1.382	239,480	1.85622	82.39	.....	.....	5,617	.....	100.00	1064
298,003	3.133	298,003	1.34883	72.76	.....	5,216	290,688	1.194	99.99	1066
16,411	4.587	16,411	.84940	71.90	.....	.....	409,592	.102	99.94	1067
21,768	2.434	21,768	.....	90.17	.....	.....	22,827	.874	99.74	1069
7,576	14.847	7,576	.....	87.29	908	.....	24,141	.....	100.00	1070
357,532	1.001	357,532	1.24699	48.36	.....	.....	8,679	.....	100.00	1071
10,963	5.875	10,963	.78085	72.18	.....	.....	739,368	1.233	98.81	1072
							15,190	.811	100.00	1074
										1077

¹ Includes \$48,020, unclassified.

² Unclassified.

³ Includes \$274, unclassified.

GROUP IV. TABLE III.—EARNINGS AND INCOME FOR
A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100 × Col. 6 Col. 16
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars	Per ct.
1303	Sav., Fla. & Wn. Ry.: ¹							
1082	Charleston & Sav. Ry.	178,675	2.318	41,695	17,448	242,488	.75856	46.85
1084	Green Pond, Walterb. & Branchv. Ry.	3,296	3.242	556	172	4,070	.64935	16.39
1085	Seaboard & Roanoke R. R. ..	89,180	1.966	9,498	8,058	108,293	.80245	12.93
1088	Car. Cent. R. R.	149,635	2.013	22,918	10,885	186,427	.65076	31.72
1090	Ral. & Gaston R. R.	128,882	1.915	11,852	10,213	152,640	1.01179	25.85
1092	Durham & Nn. Ry.	10,655	2.617	1,775	423	12,941	.48172	18.52
1093	Ga., Car. & Nn. Ry.	288,483	1.432	22,086	13,161	326,671	.59370	41.62
1095	Ral. & Aug. Air Line R. R.	96,887	1.776	8,907	6,637	113,154	.71329	25.34
1098	S. Atl. & Ohio R. R.	24,324	.....	4,680	950	29,954	.....	33.39
1099	S. Car. & Ga. R. R.	277,792	1.977	31,036	16,500	325,328	.69800	30.38
1100	Southern Ry. ² [Line in Virginia and the Carolinas.]	2,949,853	2.110	618,482	224,037	3,859,655	1.14782	39.33
1108	Danv. & Wn. Ry.	17,201	1.912	4,472	452	22,964	.85737	34.18
1103	Laurens Ry. ³	2,924	.....	857	48	3,829	.....	38.16
1110	Suffolk & Car. Ry.	4,764	2.902	1,569	.....	6,333	.60456	11.99
970	Tol. & Ohio Cent. Ry.: ⁴							
971	Kanawha & Mich. Ry. ⁵ .. [Line south of Ohio Riv.]	65,059	2.316	6,244	3,041	75,709	.48550	29.90
1112	Valley R. R. (of Va.)	41,399	.....	5,763	3,880	51,042	.58559	46.20
1113	Warrenton R. R.	1,072	.....	142	233	1,447	.....	30.35
1114	Wash., Alex. & Mt. Vern. Ry. ⁶	6,944	.....	.....	.....	7,215	.....	97.27
1116	W. Va. Cent. & Pittsb. Ry. ..	103,217	2.745	11,679	7,433	123,608	.67532	14.76
1118	W. Va. Nn. R. R.	2,193	.....	488	287	2,968	.....	25.68
1119	W. Va. Sn. Ry.	186	.....	.....	.....	186	.....	28.49
1120	Wheel. Brg. & Term. Ry.	2,232	2.638	524	275	4,329	.67426	4.07
1121	Wilm., Newbern & Norf. Ry.	25,812	2.259	3,776	854	30,693	.50636	39.87
1122	Wilm. Sea Coast R. R.	14,106	.....	396	.....	14,512	.....	79.74
1123	Winifrede R. R.	1,104	2.500	201	.....	1,305	.....	5.69

¹ Inserted to show relation of two roads following.² See page 392, No 1100, for totals covering entire road.³ Report of Receiver for six months ending December 31, 1895.⁴ Inserted to show relation of road following.⁵ See page 392, No. 971, for totals covering entire road.⁶ Report for period, May 24 to June 30, 1896.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
Dollars.	Cents.	Dollars	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
267,710	1.208	267,710	1.37897	51.72	1,567	5,871	517,636	1.007	98.62	1303
20,209	3.209	20,209	1.98551	81.40	.....	549	24,828	1.510	92.15	1082
668,966	1.905	668,966	2.76568	79.85	24,553	35,975	837,787	2.223	90.28	1085
384,308	1.816	389,927	1.35472	66.36	1,823	9,518	587,695	1.023	99.90	1088
400,299	1.173	400,299	1.68286	67.76	8,794	37,464	599,197	1.541	94.90	1090
55,791	2.952	55,791	1.84382	79.85	657	895	70,284	1.231	99.56	1092
454,657	1.205	454,657	1.25069	57.91	42	5,735	787,105	.861	74.21	1093
332,194	1.208	332,194	1.35679	74.37	16,828	1,279	463,455	1.149	98.03	1095
51,730	.....	51,730	.....	57.66	7,983	34	89,701	.....	100.00	1098
742,307	1.305	742,307	1.82253	69.30	464	2,977	1,071,076	1.226	99.44	1099
5,671,292	1.253	5,762,107	1.41916	58.71	22,714	170,122	9,814,598	1.322	98.78	1100
44,228	6.520	44,228	.55041	65.82	.....	.....	67,192	.627	100.00	1108
6,204	.....	6,204	.....	61.84	.....	.....	10,033	.....	100.00	1103
40,952	3.119	40,952	1.30310	77.57	5,510	.....	52,795	1.260	98.38	1110
177,409	.565	177,511	1.31903	70.10	.....	.....	253,220	.872	99.48	970 971
59,423	.....	59,423	1.79452	53.80	.....	.....	110,465	.918	98.48	1112
3,320	.....	3,320	.....	69.65	.....	.....	4,767	.....	100.00	1113
.....	.....	.....	.....	.....	.....	203	7,418	.....	100.00	1114
633,929	.678	634,737	1.82422	75.80	71,538	7,513	837,396	1.577	88.79	1116
8,593	.....	8,593	.....	74.32	.....	.....	11,561	.....	100.00	1118
467	.....	467	.....	71.51	.....	.....	653	.....	100.00	1119
91,818	.....	91,818	2.04558	86.42	.....	10,109	106,256	2.071	100.00	1120
45,598	3.166	45,598	1.42151	59.22	.....	706	76,997	.831	100.00	1121
3,688	.....	3,688	.....	20.26	.....	.....	18,200	.....	100.00	1122
20,488	1.903	20,488	.....	89.35	.....	1,138	22,931	.....	100.00	1123

GROUP V.

TABLE III.—EARNINGS AND INCOME FOR

A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100×Col.6 Col. 16
	Total—Group V	Dollars. 18, 979, 581	Cents. 2. 173	Dollars. 2, 705, 552	Dollars. 1, 756, 055	Dollars. 23, 783, 446	Dollars. . 89154	Per ct. 28. 27
1125	Ala. & Vicksb. Ry.....	152, 844	2. 627	25, 583	14, 000	197, 195	1. 86261	34. 34
1126	Alb. & Nn. Ry. ¹	6, 385	3. 191	611	.....	6, 996	. 92332	22. 41
1129	Ashl. Coal & Iron Ry.....	.....	.....	.....	.....	.....	.....	.....
1130	Atlanta & W. Pt. R. R.....	223, 831	1. 969	46, 332	9, 237	282, 229	1. 08388	52. 84
1133	Atl., Suwanee Riv. & Gulf Ry.....	4, 223	.....	107	.....	4, 330	. 89999	12. 41
1134	Aug. & Summerv. R. R. ².....	.....	.....	.....	.....	.....	.....	.....
1135	Aug. Sn. R. R.....	21, 431	.....	3, 917	986	26, 443	. 21055	38. 28
1136	Beattyv. & Cumb. Gap. R. R.....	2, 295	.....	438	65	2, 798	.....	15. 16
1138	Birm. & Atl. R. R.....	3, 225	3. 441	1, 253	98	4, 576	. 31296	18. 00
1139	Birm., Selma & N. O. Ry.....	4, 000	2. 801	.....	901	4, 901	1. 56594	31. 44
1134	Birm., Sheff. & Tenn. Riv. Ry. ³	7, 137	3. 280	2, 071	287	9, 690	. 38175	11. 28
1140	Blue Ridge & Atl. R. R.....	3, 139	.....	846	290	4, 293	.....	49. 68
1142	Bowden Lithia Spgs. S. Line R. R. ⁴.....	.....	.....	.....	.....	.....	.....	.....
1146	Bristol, Elizabethton & N. Car. Ry.....	2, 062	.....	.....	.....	2, 062	.....	22. 16
1148	Burnside & Cumb. Riv. Ry.....	.....	.....	.....	.....	.....	.....	.....
1149	Carrab., Tallah. & Ga. R. R.....	12, 818	1. 574	1, 971	861	15, 705	. 75670	47. 04
1151	Cent. of Ga. Ry. ⁵	820, 903	1. 504	102, 416	44, 378	982, 652	. 98789	29. 07
1147	Mobile & Girard R. R. ⁶	43, 313	2. 651	4, 502	1, 627	50, 260	. 99914	30. 26
1148	Montg. & Eufaula Ry. ⁷	44, 504	2. 760	7, 865	1, 837	54, 750	. 78777	36. 10
1149	Sav. & Atl. R. R. ⁷	8, 308	. 965	235	.....	8, 543	. 55544	84. 67
1150	Sav. & Wn. R. R. ⁸	73, 333	2. 716	10, 695	3, 691	88, 876	1. 02235	22. 58
1145	Cent. R. R. & Bkg. Co. of Ga. ⁹	294, 088	2. 353	35, 352	22, 698	356, 521	. 96335	27. 50
1157	Chatt., Rome & Cols. R. R....	55, 281	2. 649	9, 139	2, 082	66, 502	. 57911	27. 56
1158	Chatt. Sn. R. R. ¹⁰	776	.....	609	76	1, 485	.....	17. 99
1155	Chatt. Sn. Ry. ¹¹	7, 567	.....	3, 750	396	11, 881	.....	17. 66
1159	Ches. & Nashv. Ry.....	5, 675	2. 878	1, 536	241	7, 586	1. 30182	17. 45
1027	Ches. & Ohio Ry. ¹²	570, 484	1. 793	64, 495	38, 717	673, 696	. 83265	28. 44
	[Line west of Hunt- ington, W. Va.]	.....	.....	.....	.....	.....	.....	.....
1161	Ches., Ohio & S. Wn. R. R....	460, 903	2. 291	56, 238	50, 000	577, 996	. 67572	23. 47
1162	Hodgenv. & Elizabetht. Ry	3, 819	2. 928	497	241	4, 557	. 24838	32. 75
1163	Owensboro, Falls of Rough & Green Riv. R. R.	14, 575	2. 597	1, 617	105	16, 522	. 27743	29. 71
1164	Padu. Un. Depot Co.....	2, 924	.....	.....	.....	3, 087	.....	11. 96
1165	S. Route Ry. Tr. Co.....	.....	.....	.....	.....	.....	.....	.....
1166	Troy & Tiptonv. R. R.....	34	2. 933	.....	.....	34	. 05367	1. 02
1167	Chickamauga & Durham R. R.	912	17. 693	.....	.....	912	. 16182	2. 78
1169	Cin., N. O. & Tex. Pac. Ry....	823, 135	1. 856	133, 188	95, 540	1, 071, 745	1. 21308	29. 14
1173	Cols. Sn. Ry.....	21, 727	2. 591	3, 656	809	26, 192	. 37867	28. 92
1174	Cov., Flemingsb. & Ashl. Ry	4, 585	.....	722	709	6, 115	.....	42. 54
1177	Darien & Wn. R. R.....	10, 234	.....	767	73	11, 074	.....	49. 51
1180	Dover & Statesboro R. R....	3, 618	.....	436	873	4, 927	.....	25. 81
1182	E. & W. R. R.....	18, 824	3. 069	6, 637	425	25, 886	. 69321	27. 93
1184	E. Tenn. & Wn. N. Car. R. R.	8, 731	4. 000	1, 692	.....	10, 423	. 97944	20. 31
1185	En. Ky. Ry.....	6, 873	3. 102	1, 733	413	9, 019	. 68404	22. 55

¹ Report for ten months ending June 30, 1896. Reorganization of Alb., Fla. & Nn. Ry.² Switching road.³ Report of receiver for five months ending November 30, 1895. Reorganized as Nn. Ala. Ry.⁴ No report of operations.⁵ Report for eight months ending June 30, 1896. Reorganization of Cent. R. R. & Bkg. Co. of Ga.⁶ Report of Receivers for period, July 1, 1895 to March 14, 1896. Merged in Cent. of Ga. Ry.⁷ Report of Receivers for seven months ending January 31, 1896. Merged in Cent. of Ga. Ry.⁸ Report of Receivers for four months ending October 31, 1895. Merged in Cent. of Ga. Ry.⁹ Report of Receiver for four months ending October 31, 1895.¹⁰ Report for period, May 11 to June 30, 1896. Reorganization of Chatt. Sn. Ry.¹¹ Report of Receiver for period, July 1, 1895 to May 10, 1896.¹² See page 392, No. 1027, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+ 14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	
57,700,972	.886	58,075,466	1.48696	69.04	398,992	1,625,770	¹ 84,118,952	1.261	89.81	
364,343	1.317	364,343	2.96740	63.46	3,281	9,385	574,204	2.511	100.00	1125
22,339	3.230	22,339	1.63032	71.57	.....	1,878	31,213	1.467	100.00	1126
.....	.....	.....	.....	.....	.....	.....	² 216,898	.....	100.00	1129
249,605	1.655	249,605	2.44598	46.73	566	1,715	534,115	1.474	98.84	1130
30,548	.....	30,548	.91811	87.59	.....	.....	34,878	.916	94.06	1133
85,122	.....	85,122	.....	99.89	.....	39	85,161	.....	100.00	1134
42,636	.....	42,636	.55515	61.72	.....	.....	69,079	.341	100.00	1135
15,366	.....	15,366	.....	83.17	.....	308	18,472	.....	100.00	1136
20,654	5.841	20,654	.76065	81.27	.....	185	25,415	.608	100.00	1138
10,689	9.066	10,689	1.13829	68.56	.....	.....	15,590	1.245	100.00	1139
76,213	.908	76,213	1.38344	88.72	.....	.....	85,903	1.067	100.00	1134
4,017	.....	4,029	.....	46.63	.....	348	8,670	.....	100.00	1140
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1142
7,247	.....	7,247	.....	77.84	.....	.....	9,309	.....	100.00	1146
5,416	.....	5,416	.....	100.00	.....	.....	5,416	.....	100.00	1148
16,230	2.485	16,230	.70272	48.61	.....	1,452	33,387	.761	100.00	1149
2,269,325	1.121	2,269,325	1.85272	67.13	.....	128,311	3,380,288	1.523	91.44	1151
115,453	1.734	115,453	1.96050	69.52	.....	361	166,074	1.521	88.69	1147
95,918	2.752	95,918	3.02503	63.24	.....	1,009	151,677	1.499	99.49	1148
1,198	19.398	1,198	.....	11.87	.....	349	10,090	.656	100.00	1149
303,699	.923	303,699	1.40531	77.16	.....	1,016	393,591	1.299	98.98	1150
901,117	1.197	901,117	2.16923	69.51	34	38,754	1,296,426	1.650	91.69	1145
170,988	.871	170,988	1.17882	70.85	.....	3,840	241,330	.929	100.00	1157
6,764	.....	6,764	.....	81.94	.....	6	8,255	.....	100.00	1158
55,350	.....	55,389	.....	82.34	.....	.....	67,270	.....	100.00	1155
35,758	3.185	35,758	2.03579	82.27	.....	120	43,464	1.858	100.00	1159
1,665,293	.699	1,665,293	1.20592	70.28	.....	30,236	2,369,225	1.082	95.00	1027
1,843,648	.718	1,843,648	1.24684	74.87	8,472	32,320	2,462,436	1.055	99.93	1161
9,035	.....	9,035	.75375	64.94	.....	321	13,913	.459	100.00	1162
38,960	.....	38,960	1.33680	70.06	104	21	55,607	.627	100.00	1163
21,985	.....	21,985	.....	85.26	332	385	25,789	.....	100.00	1164
21,670	.....	21,670	.....	55.17	.....	17,604	39,274	.....	100.00	1165
3,285	.....	3,285	1.74252	98.98	.....	.....	3,319	1.320	100.00	1166
31,843	1.463	31,843	1.88398	97.22	.....	.....	32,755	1.453	100.00	1167
2,588,969	.729	2,588,969	2.01807	70.40	.....	17,012	3,677,726	1.698	100.00	1169
64,150	16.508	64,150	1.07439	70.82	.....	240	90,582	.703	100.00	1173
8,261	.....	8,261	.....	57.46	.....	.....	14,376	.....	100.00	1174
11,291	.....	11,291	.....	50.49	.....	.....	22,365	.....	100.00	1177
14,163	.....	14,163	.....	74.19	.....	.....	19,090	.....	100.00	1180
64,995	.....	64,995	.58017	70.12	.....	1,811	92,692	.621	100.00	1182
40,895	4.393	40,895	1.28093	79.69	.....	.....	51,318	1.206	100.00	1184
29,209	4.939	29,209	.73843	73.03	.....	1,768	39,996	.758	100.00	1185

¹ Includes \$235,278 unclassified.² Unclassified.

GROUP V. TABLE III.—EARNINGS AND INCOME FOR
A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100×Col.6 Col. 16
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
1189	Fla. Cent. & Penin. R. R.	548,865	2,358	66,284	85,518	700,667	.66109	34.19
1190	Fla. E. Coast Ry.	326,868	3,169	30,179	37,423	394,470	1.24583	56.47
1193	Ft. White & Sn. Ry. ¹							
1196	Gainesv. & Gulf Ry.	3,209	2.413	352	6,374	9,935	1.64307	26.63
1197	Georgia R. R.	421,154	2.594	38,825	15,727	481,509	.70708	32.10
1199	Gainesv., Jeff. & Sn. R. R.	10,803	2.925	3,063	558	14,590	.59514	30.42
1200	Un. Pt. & White Plains R. R.	1,034	2.921	595	56	1,698	.77264	27.47
1201	Wn. Ry. of Ala.	217,728	2.279	51,404	9,078	281,768	1.02634	48.60
1202	Ga. & Ala. Ry. ²	107,742	2.458	12,634	4,606	126,268	.59418	22.39
1203	Abbeville & Waycross R. R. ³	6,886	3.490		96	7,061	3.94695	39.18
1206	Ga. Midl. Ry.	59,931	2.220	8,436	1,204	69,571	.89604	42.35
1207	Ga. Nn. Ry.	4,359		1,395	64	5,818		10.93
1208	Ga. Sn. & Fla. Ry.	231,805	2.181	37,160	23,969	296,151	.66930	34.16
1210	Gulf & Chic. R. R.	9,411	2.500	3,481		12,892	1.14596	28.65
1213	Harriman & N. En. R. R. ⁴ ..	415		75		490	.46408	8.39
1214	Hartwell R. R.	1,844		436	48	2,328	.71790	24.00
1218	Ill. Cent. R. R. ⁵	929,994	2.107	177,421	152,400	1,288,221	.89961	20.41
	[Line south of Cairo, Ill.]							
1221	Yazoo & Miss. Vy. R. R. ..	715,513	2.467	90,724	70,800	891,499	.90636	25.25
1223	Jacksonv. & Atl. Ry.	12,734	2.462	776		13,510		82.32
1225	Jacksonv., Tampa & Key W. Ry.	111,355	2.724	37,663	20,109	169,127	.93295	55.82
1226	Jacksonv. Term. Co.							
1667	Kans. Cy., Ft. Scott & Memph. R. R.: ⁶							
1228	Kans. Cy., Memph. & Birm. R. R.	294,079	2.187	32,836	15,808	342,723	.79847	28.81
1229	Ky. & Ind. Brg. Co. ⁷							
1230	New. Alb. Belt & Term. R. R. ⁷							
1232	Ky. Nn. Ry. ⁸							
1236	Lexington & En. Ry.	48,175	2.475	5,848	1,115	55,609	.72386	25.60
1238	Live Oak & Gulf Ry.	2,035		414		2,449		10.59
1239	Lookout Incline Ry.	23,255		74		23,329		99.35
1240	Louisv. & Nashv. R. R. ⁹	4,321,261	2.178	606,655	401,767	5,434,491	1.05384	27.76
	[Line south of Ohio Riv.]							
1254	Hend. Brg. Co.	47,289	6.011	3,152	2,651	53,092	2.62343	21.17
1255	Nashv., Chatt. & St. L. Ry.	1,263,626	2.149	157,708	71,893	1,516,317	.95150	28.56
1283	Padu., Tenn. & Ala. R. R. ¹⁰	17,597	2.661	3,716	1,049	22,362	.46588	19.18
1284	Tenn. Midl. Ry. ¹⁰	29,061	2.692	4,579	2,586	37,511	.67857	34.40
1258	Nn. Div. Cumb. & Ohio R. R. ¹¹	4,339	3.361	631	187	5,191	.50361	51.22
1260	Louisv. Brg. Co.	41,225				41,225		12.78
1261	Louisv., Henderson & St. L. Ry. ¹²	158,167	2.523	14,007	14,700	186,874	.88890	39.41
1203	Macon & Birm. R. R. ¹³	6,957	1.558			6,957	.55280	12.72

¹ Report for period, March 30 to June 30, 1896.² Report for period, August 15, 1895, to June 30, 1896. Reorganization of Sav., Americus & Montg. Ry.³ Report for period, January 27 to June 30, 1896.⁴ Report for two months ending June 30, 1896. Reorganization of Harriman Coal & Iron R. R.⁵ See page 392, No. 1218, for totals covering entire road.⁶ Inserted to show relation of road following.⁷ Report of Receivers.⁸ Report for five months ending June 30, 1896.⁹ See page 392, No. 1240, for totals covering entire road.¹⁰ Report of Receiver for period, July 1 to December 14, 1895. Merged in Louisv. & Nashv. R. R.¹¹ Report of Receiver for period, January 26 to June 30, 1896.¹² Report includes operations of Receiver of Louisv., St. L. & Tex. Ry. for eleven months ending May 31, 1896.¹³ Report of Receiver for nine months ending March 31, 1896.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
1,253,615	1.195	1,319,183	1.44820	64.38	.....	29,319	2,049,169	1.040	99.21	1189
292,574	1.447	292,574	1.29284	41.88	.....	11,525	698,569	1.287	100.00	1190
426	.....	426	.....	100.00	.....	.....	426	.....	100.00	1193
27,375	8.677	27,375	7.26495	73.37	.....	.....	37,310	1.348	99.81	1196
986,536	1.218	986,536	1.40412	65.76	11,262	20,798	1,500,105	1.084	94.19	1197
33,339	4.118	33,339	.50212	69.50	15	23	47,967	.528	100.00	1199
4,484	8.886	4,484	.68001	72.53	.....	.....	6,182	.703	100.00	1200
291,762	1.505	291,762	1.94915	50.32	5,048	1,226	579,804	1.367	99.17	1201
407,729	1.406	407,729	1.82628	72.37	25,644	3,740	563,381	1.293	97.77	1202
10,634	5.528	10,634	.71980	59.02	.....	325	18,020	1.088	100.00	1203
92,877	1.170	92,877	1.01745	56.52	1,857	.....	164,305	.973	100.00	1206
47,381	.....	47,381	.....	89.07	.....	.....	53,199	.....	100.00	1207
548,065	1.530	548,065	2.22393	63.23	11,221	11,395	866,832	1.228	96.93	1208
32,113	11.176	32,113	.95151	71.35	.....	.....	45,005	1.000	100.00	1210
4,801	.....	4,801	1.51392	82.09	128	429	5,848	1.383	100.00	1213
7,372	.....	7,372	.75791	76.00	.....	.....	9,700	.748	100.00	1214
4,700,295	.737	4,712,958	1.25215	74.68	48,370	261,591	6,311,140	1.215	100.00	1218
2,383,512	.983	2,404,176	1.60649	68.12	16,275	217,675	3,529,625	1.423	97.24	1221
2,646	.....	2,646	.....	16.12	.....	256	16,412	.692	100.00	1223
124,078	1.917	124,078	.91558	40.95	3,942	5,844	302,991	.956	99.69	1225
.....	.....	.....	.....	.....	.....	83,576	83,576	.....	72.15	1226 1667
837,489	.780	837,489	1.35112	70.40	.....	9,439	1,189,651	1.134	97.88	1228
70,800	.....	70,800	.....	41.44	.....	100,074	¹ 170,874	.....	95.44	1229
.....	.....	.....	.....	.....	.....	.....	² 12,194	.....	100.00	1230
1,155	.....	1,155	.85529	100.00	.....	.....	1,155	.855	100.00	1232
156,193	1.754	156,193	2.36645	71.89	1,469	3,960	217,231	1.521	100.00	1236
20,678	.....	20,678	.....	89.41	.....	.....	23,127	.....	100.00	1238
156	.....	156	.....	.65	.....	.....	23,485	.....	96.42	1239
13,843,357	.802	13,843,357	1.57115	70.71	185,086	115,258	19,578,192	1.402	93.04	1240
197,640	2.435	197,640	4.40350	78.83	.....	.....	250,732	3.850	99.73	1254
3,641,560	.923	3,641,560	1.29343	68.59	9,913	141,530	5,309,320	1.204	99.42	1255
94,117	1.022	94,207	1.08408	80.82	.....	.....	116,569	.864	100.00	1283
71,510	.972	71,510	1.61568	65.60	.....	.....	109,021	1.095	100.00	1284
4,944	4.099	4,944	.92814	48.78	.....	.....	10,135	.648	100.00	1258
229,395	.....	229,395	.....	71.11	.....	51,966	322,586	.....	99.17	1260
283,957	.851	283,957	1.17687	59.89	.....	3,314	474,145	1.050	100.00	1261
32,310	1.571	32,310	.85576	59.07	14,919	512	54,698	1.087	100.00	1203

¹ Includes earnings from ferry and highway.
² Unclassified.

GROUP V.

TABLE III.—EARNINGS AND INCOME FOR

A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100×Col.6 Col. 16
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
1262	Macon & Birm. Ry. ¹	3,427	3,097	.....	.....	3,427	.62760	33.01
1257	Macon & Nn. Ry. ²	14,955	.....	3,388	655	18,998	.....	33.03
1263	Macon, Dublin & Sav. R. R.	15,268	2.697	2,300	1,114	18,867	1.21528	33.90
1264	Mammoth Cave R. R. ³	7,605	.....	.....	.....	7,605	.....	100.00
1265	Mari. & N. Ga. Ry.	72,779	.....	13,540	9,059	95,378	.48624	31.62
1267	Memph. & Charleston R. R.	373,345	2.240	45,711	25,124	453,236	.92646	33.99
1269	Middle Ga. and Atl. Ry.	22,156	.....	3,251	884	26,291	.....	37.97
1275	Mobile & Birm. R. R.	62,284	2.675	10,286	4,224	78,378	.62997	26.55
1276	Mobile & Ohio R. R. ⁴	386,916	2.254	51,124	59,880	509,162	.63537	20.60
	[Linesouth of Cairo, Ill.]							
1278	Morrist. & Cumb. Gap R. R.	7,217	.....	.....	1,938	9,182	.....	52.55
1279	Moss Pt. & Pascagoula R. R.	4,725	4.969	.....	.....	4,725	.26176	59.27
1280	Nashv. & Knoxv. R. R.	21,672	2.518	4,275	1,348	27,295	1.14745	32.80
1282	N. O. & N. En. R. R.	214,806	1.972	31,390	34,801	284,696	.88290	20.17
1285	Nn. Ala. Ry. ⁵	9,198	2.749	2,899	415	12,512	.37345	12.25
1286	Oconee & Wn. R. R.	6,884	.....	1,200	125	9,135	.....	26.17
1288	Ohio Vy. Ry.	106,146	2.554	10,662	6,000	125,993	.67376	34.75
1294	Ports. & Tygart Vy. R. R. ....	.....	.....	.....	.....	.....	.....	.....
1296	Rich., Nicholasv., Irvine & Beattyv. R. R.	23,582	.....	3,088	1,202	27,872	.....	39.28
1303	Sav., Fla. & Wn. Ry.	769,252	2.312	138,782	133,779	1,049,033	.75227	32.20
1304	Abbeville Sn. Ry.	5,196	2.698	902	79	6,276	1.22478	32.54
1305	Ala. Midl. Ry.	140,786	2.499	15,552	11,250	170,035	.56491	27.93
1306	Bruns. & Wn. R. R.	102,247	2.554	19,462	8,558	131,412	.56909	22.83
1307	Fla. Sn. R. R.	67,893	3.134	18,652	14,974	101,780	.53109	40.43
1309	Sanford & St. Petersb. R. R.	19,602	3.792	11,668	4,989	36,294	.50490	55.42
1310	Silver Spgs., Ocala & Gulf R. R.	31,010	3.001	3,665	10,004	45,001	.55134	24.47
1311	Tampa & Thonotosassa R. R.	951	4.372	.....	32	984	.42009	14.33
1312	Winston & Bone Vy. R. R. ....	.....	.....	.....	.....	.....	.....	.....
1100	Southern Ry. ⁶	2,338,061	2.117	315,570	153,297	2,843,002	.88353	30.87
	[Line west of Vir- ginia and the Carolinas.]							
1323	Ala. Gt. Sn. R. R.	373,636	2.294	70,254	38,000	498,339	1.12303	.....
1228	Knoxv., Cumb. Gap & Louisv. R. R. ⁷	11,029	2.185	1,797	282	13,198	1.09301	16.29
1325	Knoxv., Cumb. Gap & Louisv. Ry. ⁸	12,623	2.980	2,107	366	15,248	.87421	16.18
1330	Talbotton R. R.	1,801	.....	224	651	2,676	.....	29.79
1337	Tifton & N. En. R. R. ⁹	2,907	.....	.....	.....	2,907	.....	38.52
1338	Tuskegee R. R.	4,699	9.091	251	120	5,070	1.26274	39.36
1339	Valdosta Sn. Ry. ....	.....	.....	.....	.....	.....	.....	.....
1343	Wrightsv. & Tennille R. R.	17,691	2.559	2,123	1,463	21,277	.60648	23.07

¹ Report for three months ending June 30, 1896. Reorganization of Macon & Birm. R. R.² Report for period, July 1 to December 21, 1895. Merged in Cent. of Ga. Ry.³ Report of Receiver for period, August 12, 1895 to June 30, 1896.⁴ See page 392, No. 1276, for totals covering entire road.⁵ Report for seven months ending June 30, 1896. Reorganization of Birm., Sheff. & Tenn. Riv. Ry.⁶ See page 392, No. 1100, for totals covering entire road.⁷ Report of Receiver for period, July 1 to December 17, 1895.⁸ Report for period, December 18, 1895 to June 30, 1896. Reorganization of Knoxv., Cumb. Gap & Louisv. R. R.⁹ Report for six months ending June 30, 1896.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
4,804	1.363	4,804	.29328	46.26	2,152	.....	10,383	.475	100.00	1262
36,072	.....	36,072	.....	62.73	.....	2,440	57,510	.....	100.00	1257
35,814	3.395	35,814	1.05128	64.35	63	912	55,656	1.122	99.25	1263
.....	.....	.....	.....	.....	.....	.....	7,605	.....	100.00	1264
203,388	.....	203,388	1.43211	67.42	.....	2,903	301,669	.892	100.00	1265
851,932	.813	851,932	1.23069	63.89	5,356	22,972	1,333,496	1.129	99.45	1267
42,947	.....	42,947	.....	62.03	.....	.....	69,238	.....	100.00	1269
200,548	.977	216,848	1.72732	73.45	.....	.....	295,226	1.181	100.00	1275
1,926,986	.816	1,926,986	1.56990	78.00	12,020	22,764	2,470,932	1.218	91.16	1276
7,918	.....	7,918	.....	45.33	1	370	17,471	.....	100.00	1278
3,247	25.375	3,247	.89007	40.73	.....	.....	7,972	.367	100.00	1279
55,865	5.641	55,865	.78283	67.20	.....	.....	83,160	.874	100.00	1280
1,103,008	.921	1,103,008	2.24656	78.15	500	23,234	1,411,438	1.735	99.92	1282
89,666	1.731	89,666	1.44731	87.75	.....	.....	102,178	1.070	100.00	1285
25,774	.....	25,774	.....	73.83	.....	.....	34,909	.....	100.00	1286
235,895	1.549	235,895	1.70555	65.06	.....	693	362,581	1.115	100.00	1288
8,700	7.114	8,700	.....	100.00	.....	.....	8,700	.....	100.00	1294
43,083	.....	43,083	.....	60.72	.....	.....	70,955	.....	100.00	1296
2,126,550	1.185	2,126,550	1.49268	65.28	3,900	78,053	3,257,536	1.156	94.85	1303
12,381	8.810	12,381	.82965	64.20	13	615	19,285	.962	98.49	1304
428,778	.964	428,778	1.09328	70.44	215	9,673	608,701	.878	99.25	1305
440,533	1.184	440,533	2.02715	76.53	693	2,983	575,621	1.284	98.00	1306
146,058	4.126	146,058	.93682	58.03	854	3,026	251,718	.724	95.38	1307
28,727	3.646	28,727	.34135	43.86	5	467	65,493	.420	98.29	1309
137,897	3.014	137,897	1.68801	74.99	213	790	183,901	1.126	99.42	1310
5,869	3.987	5,869	.83519	85.49	.....	13	6,866	.733	100.00	1311
47,771	2.921	47,771	3.32571	99.97	.....	13	47,784	3.327	97.92	1312
6,063,769	.882	6,293,133	1.39137	68.34	.....	72,959	9,209,094	1.190	99.26	1100
1,057,574	.641	1,087,368	1.63121	.....	22,278	7,506	1,615,491	1.455	99.63	1323
62,788	.860	62,788	1.01228	77.50	1,657	3,375	81,018	1.093	100.00	1228
73,178	.862	73,178	1.04502	77.64	1,134	4,690	94,250	1.078	100.00	1325
6,307	.....	6,307	.....	70.21	.....	.....	8,983	.....	100.00	1330
3,895	.....	3,895	.....	51.54	.....	750	7,552	.....	100.00	1337
7,809	19.419	7,809	.64836	60.64	.....	.....	12,879	.802	99.75	1338
10,149	.....	10,149	.....	100.00	.....	.....	10,149	.....	100.00	1339
64,770	3.135	64,770	2.01701	70.22	.....	.....	1 92,233	1.373	100.00	1343

¹ Includes \$6,186, unclassified.

GROUP VI.

TABLE III.—EARNINGS AND INCOME FOR

A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100×Col.6 Col. 16
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
	Total—Group VI.....	47, 022, 033	2. 181	7, 094, 390	4, 271, 884	60, 092, 272	.93755	25. 70
1345	Abbotsf. & N. En. R. R.....	553	3. 960	661	130	1, 344	.56656	8. 95
1346	Alhapee & Wn. Ry.....	12, 813	.....	2, 554	1, 280	16, 937	.....	72. 39
1347	Ames & College Ry.....	3, 215	5. 000	.....	751	3, 966	.....	69. 60
1349	Atch., Top. & S. Fe Ry. ¹ ...	788, 482	2. 072	136, 501	136, 136	1, 080, 275	1. 05583	30. 40
	[Line east of Kansas City, Mo.]							
171	Balt. & Ohio R. R.: ²							
741	Balt. & Ohio S. Wn. Ry. ³ .	670, 448	1. 712	162, 055	71, 600	923, 616	.76221	35. 75
	[Line west of Vin- cennes, Ind.]							
1350	Belt Ry. of Chic.....	.....	.....	.....	.....	.....	.....	.....
1351	Big Falls Ry.....	.....	.....	.....	.....	.....	.....	.....
1352	Boone Vy. Coal & Ry. Co. ⁴ .	187	.....	.....	.....	187	.....	1. 00
1353	Brainerd & Nn. Minn. Ry....	19, 392	4. 176	1, 624	910	21, 926	2. 58019	9. 63
1354	Burl., Cedar Rap. & Nn. Ry.	897, 717	2. 570	124, 965	72, 000	1, 094, 682	.88957	22. 44
66	Canadian Pac. Ry.: ⁵							
1360	Duluth, S. Shore & Atl. Ry.	473, 337	2. 879	50, 962	28, 422	558, 727	.83487	28. 95
1362	Minl. Range R. R.....	31, 595	2. 955	1, 286	1, 200	34, 422	.91671	30. 72
1363	Hancock & Calumet R. R.	12, 618	3. 497	644	240	13, 592	.53110	6. 77
1364	Minneap., St. P. & S. S. Marie Ry.	475, 704	2. 127	160, 333	32, 017	694, 166	.69950	18. 58
1365	Centralia & Chester R. R....	21, 767	.....	3, 531	1, 062	26, 360	.....	26. 56
1367	Chic. & Alt. R. R.....	2, 373, 129	2. 117	205, 240	173, 712	2, 752, 081	1. 14513	35. 78
1373	Chic. & En. Ill. R. R.....	708, 475	1. 496	62, 840	45, 498	837, 178	.87013	20. 47
1377	Chic. & Ill. Sn. Ry. ⁶.....	.....	.....	.....	.....	.....	.....	.....
1378	Chic. & Nn. Pac. R. R. ⁷	84, 589	.....	.....	.....	86, 056	.....	11. 85
1379	Chic. & N. Wn. Ry.....	7, 505, 829	2. 064	869, 837	567, 351	9, 096, 618	.93318	26. 75
1385	Sioux Cy. & Pac. R. R.....	187, 886	2. 577	30, 261	8, 985	232, 866	1. 18644	54. 81
1386	Chic. & Tex. R. R.....	17, 898	2. 635	4, 194	636	22, 728	.38178	12. 31
1387	Chic., Burl. & Quin. R. R. ⁸ .	3, 730, 574	2. 051	905, 845	433, 577	5, 186, 669	1. 13138	30. 68
	[Line east of Mis- souri Riv.]							
1389	Burl. & N. Wn. Ry.....	15, 162	.....	3, 730	918	19, 948	1. 55678	34. 26
1390	Burl. & Wn. Ry.....	16, 440	.....	4, 635	1, 782	23, 083	.32583	27. 66
1391	Chic., Burl. & Kans. Cy. Ry.	84, 970	2. 968	19, 084	11, 700	117, 451	.83527	31. 79
1392	Chic., Burl. & Nn. R. R. of Wis. and Minn.	344, 733	2. 258	48, 421	23, 400	423, 345	.76471	20. 27
1394	Hann. & St. Jos. R. R.	660, 049	2. 336	84, 493	61, 300	821, 259	1. 02147	33. 38
1396	Kans. Cy., St. Jos. & Coun. Bluffs R. R.	536, 616	2. 589	85, 706	21, 933	655, 704	1. 01213	37. 09
1398	St. L., Keokuk & N. Wn. R. R.	460, 126	2. 177	62, 001	39, 167	570, 763	.86640	28. 61
1400	Chic., Ft. Mad. & Des M. Ry.	15, 913	2. 699	4, 760	4, 500	29, 907	.64902	31. 16
1401	Chic. Gt. Wn. Ry.....	855, 088	2. 144	101, 311	75, 450	1, 148, 827	.60672	24. 42
1404	Chic., Io. & Dak. Ry.....	6, 537	2. 723	1, 282	399	10, 525	.81774	27. 61
1405	Chic., L. Shore & En. Ry.....	.....	.....	.....	.....	.....	.....	.....
1411	Chic., Milw. & St. P. Ry.....	6, 193, 580	2. 375	1, 196, 130	720, 000	8, 629, 355	1. 07445	26. 24
1413	Chic., Padu. & Memph. R. R.	19, 633	4. 199	1, 937	1, 015	22, 905	.25510	24. 19
1414	Chic., Peoria & St. L. R. R. ⁹	68, 775	2. 183	5, 223	4, 422	79, 563	.50600	21. 06
1400	Chic., Peoria & St. L. Ry. ¹⁰	114, 874	2. 373	12, 490	8, 102	137, 260	.62559	23. 74

¹ Covers operations of Atch., Top. & S. Fe R. R. under Receivership for six months ending December 31, 1895, and of Atch., Top. & S. Fe Ry. for six months ending June 30, 1896. Group figures assigned by this Office. See page 392, No. 1349, for totals covering entire road.

² Inserted to show relation of road following.

³ See page 392, No. 741, for totals covering entire road.

⁴ Company's business chiefly that of hauling its own coal, from which no income is derived.

⁵ Inserted to show relation of four roads following.

⁶ No report of operations.

⁷ Performs switching service only.

⁸ See page 392, No. 1387, for totals covering entire road.

⁹ Report for five months ending June 30, 1896. Reorganization of Chic., Peoria & St. L. Ry.

¹⁰ Report of Receivers for seven months ending January 31, 1896.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+ 14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
<i>Dollars.</i>	<i>Cents.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dolls.</i>	<i>Per cent.</i>	
164,849,590	.917	165,264,283	1.65224	70.69	3,043,683	5,159,280	¹ 233,792,992	1.404	92.75	
13,666	5.941	13,666	1.08226	91.05	-----	-----	15,010	1.001	100.00	1345
6,458	-----	6,458	-----	27.61	-----	-----	23,395	.551	100.00	1346
1,175	-----	1,175	-----	20.61	-----	558	5,699	-----	100.00	1347
2,371,537	.897	2,389,872	1.34855	67.28	6,714	75,642	3,552,503	1.271	95.00	1349
1,575,995	.668	1,575,995	1.27959	61.01	30,914	52,833	2,583,358	1.057	99.85	171 741
666,363	-----	683,130	1.16128	100.00	-----	-----	683,130	1.161	100.00	1350
-----	-----	-----	-----	-----	-----	-----	² 4,161	-----	100.00	1351
-----	-----	-----	-----	-----	-----	-----	187	-----	100.00	1352
205,159	.835	205,159	1.48610	90.12	-----	573	227,658	1.553	100.00	1353
3,778,951	1.150	3,778,951	1.57362	77.47	-----	4,350	4,877,983	1.343	99.65	1354
1,339,953	1.125	1,347,918	1.62533	69.82	-----	23,705	1,930,350	1.288	97.65	66 1360
77,370	7.319	77,370	1.46125	69.05	-----	253	112,045	1.238	89.75	1362
187,037	2.827	187,037	1.26507	93.16	-----	140	200,769	1.158	100.00	1363
3,009,714	.633	3,015,671	1.80512	80.72	-----	26,035	3,735,872	1.403	100.00	1364
62,204	-----	62,204	-----	62.69	-----	10,670	99,234	-----	100.00	1365
4,922,171	.925	4,922,171	1.57656	64.00	-----	16,673	7,690,925	1.392	96.72	1367
3,154,642	.540	3,176,216	1.99950	77.67	-----	76,107	4,089,501	1.603	98.09	1373
-----	-----	-----	-----	-----	79,465	560,556	726,077	-----	92.66	1377
24,748,689	1.020	24,773,452	1.45241	72.87	-----	127,551	33,997,621	1.268	98.06	1378
174,289	1.185	174,345	1.07248	41.04	-----	17,626	424,837	1.184	98.79	1379
134,549	1.392	134,549	1.41734	72.85	-----	27,412	184,689	1.196	100.00	1385
10,920,923	.741	10,944,214	1.46791	64.74	436,419	335,798	16,903,100	1.404	91.40	1386
38,271	-----	38,271	3.20471	65.74	-----	-----	58,219	2.352	99.74	1387
60,384	-----	60,384	.68929	72.34	-----	-----	83,467	.527	100.00	1389
245,568	1.210	245,568	1.14256	66.48	226	6,180	369,425	1.039	100.00	1390
1,643,941	.612	1,643,941	1.47986	78.75	-----	20,511	2,087,797	1.254	99.55	1391
1,331,200	.758	1,331,200	.91438	54.10	7,247	300,758	2,460,464	1.089	98.81	1392
954,257	1.254	954,257	2.09071	53.98	25,645	132,199	1,767,805	1.601	99.19	1394
1,258,688	.938	1,258,688	2.40424	63.11	11,808	153,380	1,994,639	1.687	71.08	1396
66,054	3.673	66,054	1.31043	68.84	-----	-----	95,961	.995	100.00	1398
3,543,097	-----	3,543,097	1.69856	75.32	-----	12,237	4,704,161	1.182	99.88	1400
27,589	-----	27,589	1.07184	72.39	-----	-----	38,114	.987	100.00	1401
1,298,637	.663	1,298,637	3.31600	56.85	914,254	71,387	2,284,278	5.833	100.00	1404
23,887,930	1.003	23,954,930	1.68055	72.84	-----	302,871	32,887,156	1.476	99.80	1405
71,277	.822	71,277	1.58941	75.28	195	497	94,874	.705	100.00	1411
291,524	.645	291,524	1.33848	77.18	30	6,615	377,732	1.007	99.95	1413
433,876	.725	433,876	1.25291	75.05	-----	9,047	580,183	1.026	98.85	1414

¹ Includes \$233,474, unclassified.² Unclassified.

372 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VI. TABLE III.—EARNINGS AND INCOME FOR
A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100×Col. 6 Col. 16
		<i>Dollars.</i>	<i>Cents.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per ct.</i>
1415	Chic., Rock I. & Pac. Ry. ¹ .. [Line east of Mis- souri Riv.]	2,861,972	2.588	367,608	274,164	3,584,745	1.06256	30.40
1419	Chic., St. P., Minneap. & Om. Ry. ² [Line east of Mis- souri Riv.]	1,555,201	2.465	181,765	128,896	1,908,351	1.12932	26.10
1421	Chippewa Riv. & Menomo- nie Ry.	136	2.273	.....	.....	136	.....	1.29
789	Clev., Cin., Chic. & St. L. Ry. ³ [Line west of Terre Haute, Ind.]	1,057,659	1.969	128,302	93,954	1,279,915	1.01266	35.63
1422	Kank. & Seneca Ry.	9,789	2.812	1,832	2,400	14,021	.79545	16.13
798	Peoria & En. Ry. ⁴ [Line west of Dan- ville, Ill.]	188,901	2.221	27,800	15,331	232,032	.88282	32.42
1424	Crooked Ck. R. R. & Coal Co.	771	.....	722	.....	1,493	.....	11.57
1426	Des M., Nn. & Wn. R. R.	109,779	2.211	13,123	5,932	131,397	.72739	29.62
1427	Des M. Un. Ry. ⁵.....	.....	.....	.....	.....	.....	.....	.....
1428	Drummond & S. Wn. Ry. ....	.....	.....	.....	.....	.....	.....	.....
1429	Duluth & Iron Range R. R. ..	87,960	2.973	9,315	6,000	104,743	1.03823	4.54
1430	Duluth & Winnipeg R. R. ...	57,596	2.968	5,154	4,319	67,497	.97317	23.88
1432	Duluth, Missabe & Nn. Ry. ..	44,010	3.024	4,348	2,762	51,229	.93949	2.86
1433	Duluth, Miss. Riv. & Nn. R. R.	7,589	2.926	.....	9	7,613	1.38151	5.24
1434	Duluth, Red Wing & Sn. R. R.	18,200	2.740	1,794	582	20,576	1.27404	25.89
1436	E. St. L. Con. Ry. ⁶.....	.....	.....	.....	.....	.....	.....	.....
1437	Elgin, Joliet & En. Ry.	13,927	2.547	987	6,000	20,914	2.44382	1.62
1440	Fulton Co. N. G. Ry.	14,001	2.001	3,771	3,500	21,838	.53996	49.69
1442	Gt. Nn. Ry. ⁷ [Line east of Minot, N. Dak.]	1,644,832	2.573	251,477	104,043	2,082,976	1.38948	17.58
1444	Duluth, Watert. & Pac. Ry. ..	2,368	3.842	1,525	1,231	5,278	.97451	22.84
1445	En. Ry. of Minn.	164,741	1.965	7,334	4,631	189,868	.75419	10.00
1446	Duluth Term. Ry. ....	.....	.....	.....	.....	.....	.....	.....
1447	Willmar & Sioux Falls Ry. ..	79,581	3.303	14,242	7,450	103,123	.78642	16.44
1448	Green Bay & Wn. R. R. ⁸ ...	5,437	3.152	1,168	.....	6,653	.52599	38.91
1439	Green Bay, Win. & St. P. R. R. ⁹	75,291	2.428	19,455	2,876	98,488	.43257	24.52
1449	Iola Nn. R. R.	846	3.000	170	15	1,063	.....	24.08
1451	Hann. Un. Depot Co. ....	.....	.....	.....	.....	.....	.....	.....
1452	Hazelhurst & S. En. Ry. ¹⁰ ..	104	3.848	.....	.....	104	.11580	1.27
1445	Humeston & Shen. R. R. ¹¹ ..	25,438	2.894	6,233	3,333	35,004	.58157	32.86
1218	Ill. Cent. R. R. ¹² [Line north of Cairo, Ill.]	3,464,777	1.948	393,383	353,800	4,370,081	.84513	27.98
1462	St. L., Alt. & T. Haute R. R. ¹³	65,555	2.420	7,798	9,000	82,682	1.20848	25.10
1470	Ill. Term. R. R. ....	.....	.....	.....	.....	.....	.....	.....

¹ Group figures assigned by this office. See page 392, No. 1415, for totals covering entire road.

² See page 392, No. 1419, for totals covering entire road.

³ See page 392, No. 789, for totals covering entire road.

⁴ See page 392, No. 798, for totals covering entire road.

⁵ Performs terminal service at Des Moines, Iowa, for Wabash R. R., Des M., Nn. & Wn. R. R., and Chic. Gt. Wn. Ry. Cos., charging each, upon a wheelage basis, its due proportion of expenses thereby incurred, and receiving no earnings from operation. ⁶ Switching road.

⁷ See page 392, No. 1442, for totals covering entire road.

⁸ Report for period, June 10 to June 30, 1896. Reorganization of Green Bay, Win. & St. P. R. R.

⁹ Report for period, July 1, 1895 to June 9, 1896.

¹⁰ Report for five months ending June 30, 1896.

¹¹ Receiver's report for ten months ending April 30, 1896. Merged in Chic., Burl. & Quin. R. R.

¹² See page 392, No. 1218, for totals covering entire road.

¹³ Figures cover operations for three months ending September 30, 1895. Leased to Ill. Cent. R. R.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100 × Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100 × Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
7,916,197	1.322	7,916,197	1.51810	67.13	.....	291,137	11,792,079	1.373	96.90	1415
5,370,914	1.177	5,378,733	2.02758	73.57	8,035	15,800	7,310,919	1.684	97.79	1419
10,429	1.693	10,429	.83564	98.71	.....	.....	10,565	.847	24.60	1421
2,247,953	.631	2,247,953	1.54386	62.59	.....	64,091	3,591,959	1.321	99.51	789
69,340	.579	69,340	1.31132	79.74	.....	3,593	86,954	1.233	100.00	1422
483,229	.606	483,229	1.34551	67.50	.....	584	715,845	1.151	100.00	798
11,409	.....	11,409	.....	88.43	.....	.....	12,902	.....	100.00	1424
310,159	2.384	310,159	1.59356	69.91	.....	2,101	443,657	1.182	99.92	1426
.....	.....	.....	.....	.....	.....	129,855	129,855	.....	100.00	1427
9,559	2.827	9,559	.....	100.00	.....	.....	9,559	.....	100.00	1428
2,191,233	1.146	2,191,233	3.23252	94.96	.....	11,660	2,307,636	2.963	99.02	1429
212,704	1.025	212,704	2.45509	75.28	.....	2,363	282,564	1.811	99.49	1430
1,733,351	.999	1,733,351	4.27457	96.73	1,516	5,885	1,791,981	3.895	99.09	1432
137,554	.973	137,554	2.52703	94.65	.....	160	145,327	2.424	100.00	1433
58,885	3.500	58,885	1.62219	74.11	.....	.....	79,461	1.515	100.00	1434
.....	.....	.....	.....	.....	163,974	.....	163,974	.....	100.00	1436
1,250,031	.645	1,250,031	1.87866	96.70	.....	21,817	1,292,762	1.918	100.00	1437
22,109	2.247	22,109	.57898	50.31	.....	.....	43,947	.559	100.00	1440
9,500,922	1.082	9,511,037	2.91699	80.27	213,269	53,084	11,860,366	2.492	96.14	1442
17,698	2.479	17,704	1.07129	76.63	.....	122	23,104	1.053	100.00	1444
1,686,759	.762	1,689,270	4.58918	89.06	.....	17,832	1,896,970	3.062	97.24	1445
.....	.....	.....	.....	.....	.....	44,329	44,329	.....	100.00	1446
523,214	1.626	523,331	2.85611	83.45	.....	696	627,150	1.995	100.00	1447
16,357	1.000	16,357	1.61583	61.82	.....	.....	23,010	1.010	100.00	1448
298,226	1.013	299,328	1.64267	74.53	.....	3,811	401,627	.980	100.00	1439
3,352	7.231	3,352	.....	75.92	.....	.....	4,415	.....	100.00	1449
.....	.....	.....	.....	.....	.....	20,203	20,203	.....	86.31	1451
8,028	4.990	8,028	1.82244	98.73	.....	.....	8,132	1.535	100.00	1452
70,947	1.625	70,947	1.32060	66.60	.....	577	106,528	.935	100.00	1445
10,327,808	.748	10,344,246	1.40905	66.22	9,604	895,649	15,619,580	1.248	86.35	1218
235,047	.980	240,671	1.90647	73.07	1,266	4,760	329,379	1.692	47.82	1462
4,404	.....	4,404	.....	86.82	.....	669	5,073	.....	100.00	1470

GROUP VI.

TABLE III.—EARNINGS AND INCOME FOR

A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100 × Col. 6 Col. 16
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
839	Ind., Dec. & Wn. Ry. ¹	70,258	1.987	10,092	9,650	92,315	.62665	38.31
	[Line in Illinois.]							
840	Ind., Ill. & Io. R. R. ²	19,341	2.597	9,717	1,101	30,356	.57798	7.75
	[Line in Illinois.]							
1471	Io. Cent. Ry.....	324,089	2.498	48,911	13,542	392,092	.63642	21.31
1473	Albia & Centerv. Ry.....	7,267	2.434	1,160	169	8,743	.28993	22.32
1474	Io. Nn. Ry.....	1,632	3.000	.....	.....	1,632	.57989	12.21
1476	Jacksonv., Louisv. & St. L. Ry.	66,214	2.204	8,318	4,546	79,078	.....	37.51
1479	Kans. Cy. & Atl. R. R.....	9,140	3.195	1,061	.....	10,222	1.34146	52.80
1480	Keokuk & Ham. Brg. Co....	4,672	.....	.....	.....	5,287	.....	9.77
1481	Keokuk & Wn. R. R.....	93,988	2.368	17,445	8,100	122,347	.63469	28.83
1482	{Des. M. & Kans. Cy. Ry. ³	24,942	.....	3,406	821	29,169	.64895	58.36
	{Des. M. & Kans. Cy. Ry. ⁴	28,826	2.417	4,895	1,519	35,240	.56719	54.46
1483	Kewaunee, Green Bay & Wn. R. R.	14,140	2.937	2,580	600	17,684	1.61939	25.06
1484	Kickapoo Vy. & Nn. Ry.....	3,522	2.814	1,458	262	5,493	1.02443	28.57
1487	L. Sup. Term. & Tr. Ry.....	.....	.....	.....	.....	153	.....	.18
1488	La Salle & Bureau Co. R. R.	.....	.....	.....	.....	.....	.....	.....
1489	Litchf., Carrollton & Wn. R. R.	21,747	3.067	2,649	1,099	25,495	.38788	40.13
1240	Louisv. & Nashv. R. R. ⁵	309,248	2.318	54,784	29,244	403,241	1.06787	36.32
	[Line north of Ohio Riv.]							
1491	Manistique Ry.....	9,248	4.021	1,753	.....	11,001	1.80709	9.52
1492	Marinette, Tomahawk & Wn. Ry. ⁶	209	3.423	.....	98	307	.31485	14.56
1493	Marshf. & S. En. Ry. ⁷	2,109	.....	.....	114	2,223	.....	28.23
1494	Mason Cy. & Ft. Dodge R. R.	33,666	2.877	4,285	1,341	40,495	.80399	24.29
1496	Milw. & Sup. Ry.....	1,234	.....	509	116	2,017	.....	6.35
1497	Minneap. & St. L. R. R.....	405,605	2.111	53,166	33,150	500,622	.89549	23.75
1498	Wis., Minn. & Pac. R. R....	50,437	2.621	18,334	11,050	82,085	.59809	24.96
1499	Minneap. En. Ry.....	.....	.....	.....	.....	.....	.....	.....
1501	Minneap. Un. Ry.....	.....	.....	.....	.....	.....	.....	.....
1276	Mobile & Ohio R. R. ⁸	155,327	1.862	25,050	25,962	209,875	.71233	23.07
	[Line north of Cairo, Ill.]							
1506	Munising Ry. ⁹.....	.....	.....	.....	.....	.....	.....	.....
1508	Nn. Pac. R. R. ¹⁰	1,504,464	2.409	256,280	75,988	1,887,502	1.26707	19.49
	[Line east of Mon- tana.]							
1522	Chic. & Calumet Term. Ry. ¹¹	.....	.....	.....	.....	.....	.....	.....
1523	N. Wn. Coal Ry.....	.....	.....	.....	.....	.....	.....	.....
1524	Om. & St. L. Ry.....	94,991	2.967	34,970	5,848	138,460	1.29985	43.62
1525	Pawnee R. R.....	2,670	2.948	416	352	3,461	.80714	31.84
1527	Peoria & Pekin Un. Ry.....	20,139	.....	.....	¹² 1,782	21,921	.....	3.26
1528	Peoria, Dec. & Evansv. Ry..	215,737	2.394	26,724	19,320	261,781	.55023	29.88
1529	Port Arthur, Duluth & Wn. Ry. of Minn. ¹³	.....	.....	.....	.....	.....	.....	.....
1531	Quin., Om. & Kans. Cy. Ry..	76,637	3.350	12,754	7,500	96,891	.57356	33.44
1532	Rice L., Dallas & Menomo- nie Ry.	1,418	.....	409	.....	1,827	.....	21.62
1533	Rock I. & Peoria Ry.....	123,933	2.584	10,445	7,500	143,932	.72229	23.20

¹ See page 392, No. 839, for totals covering entire road.² See page 392, No. 840, for totals covering entire road.³ Report for period, July 1 to December 4, 1895.⁴ Report for period, December 5, 1895 to June 30, 1896.⁵ See page 392, No. 1240, for totals covering entire road.⁶ Report for six months ending June 30, 1896.⁷ Report for period, February 20 to June 30, 1896. Reorganization of Port Edw., Centralia & Nn. Ry.⁸ See page 392, No. 1276, for totals covering entire road.⁹ Road under construction.¹⁰ Figures cover 2,042.75 miles, group portion of whole line; 265.12 miles not in United States. See page 392, No. 1508, for totals covering entire road.¹¹ Performs switching service only.¹² Includes revenue from extra baggage and storage.¹³ Road not in operation.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+ 14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
148,528	1.063	148,687	1.85475	61.69	.....	.....	241,002	1.059	100.00	839
358,353	.904	358,353	1.90825	91.55	.....	2,751	391,460	1.629	99.99	840
1,445,695	.898	1,445,996	1.55257	78.60	.....	1,620	1,839,708	1.189	99.23	1471
34,282	1.293	34,282	1.72984	79.68	.....	.....	43,025	.861	99.99	1473
11,740	2.622	11,740	1.39002	87.79	.....	.....	13,372	1.187	100.00	1474
114,570	1.675	119,902	.....	56.87	.....	11,851	210,831	.....	100.00	1476
8,899	6.945	8,899	.38927	45.96	.....	240	19,361	.635	100.00	1479
32,628	.....	32,628	.....	60.29	.....	16,201	54,116	.....	100.00	1480
266,117	1.790	266,117	2.48693	62.72	24,683	11,160	424,307	1.415	100.00	1481
20,036	2.828	20,036	1.20696	40.09	.....	777	49,982	.812	100.00	1482
29,004	1.572	29,004	.94770	44.82	.....	467	64,711	.698	100.00	
51,539	1.636	51,539	1.57327	73.03	763	584	70,570	1.616	100.00	1483
13,736	2.776	13,736	.85394	71.43	.....	.....	19,229	.897	100.00	1484
.....	.....	.....	.....	.....	69,948	11,076	81,177	.....	100.00	1487
14,450	.....	14,450	1.84705	100.00	.....	.....	14,450	1.847	100.00	1488
37,984	2.855	37,984	1.03296	59.77	.....	67	63,546	.620	100.00	1489
697,117	.876	697,117	1.41430	62.80	.....	9,768	1,110,126	1.275	100.00	1240
104,535	2.118	104,535	1.81951	90.48	.....	.....	115,536	1.818	100.00	1491
1,801	3.625	1,801	.48341	85.44	.....	.....	2,108	.448	100.00	1492
5,384	.....	5,384	.....	68.34	180	90	7,877	.....	100.00	1493
125,778	3.214	125,778	2.34428	75.48	376	.....	166,649	1.602	100.00	1494
29,705	.....	29,705	.....	93.59	.....	21	31,743	.....	98.14	1496
1,500,379	1.328	1,500,379	2.30301	71.20	21,509	85,144	2,107,654	1.741	97.32	1497
243,013	2.188	243,013	2.15155	73.90	1,391	2,362	328,851	1.314	99.73	1498
.....	.....	.....	.....	.....	54,924	.....	54,924	.....	100.00	1499
.....	.....	.....	.....	.....	.....	291,327	291,327	.....	99.91	1501
696,290	.670	696,290	.99910	76.57	3,264	.....	909,429	.917	100.00	1276
7,457,839	1.112	7,465,229	2.27589	77.09	122,433	209,070	9,684,234	2.030	96.43	1506
.....	.....	.....	.....	.....	324,330	9,971	334,301	.....	98.94	1522
20,889	2.308	20,889	.....	67.95	.....	9,853	30,742	.....	46.72	1523
177,823	1.200	177,823	1.41723	56.03	406	695	317,384	1.368	100.00	1524
7,407	9.256	7,407	.57571	68.15	2	.....	10,870	.634	99.12	1525
63,182	.....	63,182	.....	9.40	335,686	251,146	671,935	.....	100.00	1527
586,001	1.150	586,001	1.36465	66.89	20,698	7,626	876,106	.968	98.32	1528
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1529
192,138	3.734	192,138	1.91684	66.31	.....	713	289,742	1.076	100.00	1531
6,626	.....	6,626	.....	78.38	.....	.....	8,453	.....	100.00	1532
474,117	1.347	474,117	1.84046	76.40	.....	2,518	620,567	1.358	98.44	1533

GROUP VI.

TABLE III.—EARNINGS AND INCOME FOR

A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	EARNINGS ARISING FROM PASSENGER SERVICE.						
		2 Passenger revenue.	3 Reve- nue per pas- senger per mile.	4 Mail.	5 Express.	6 Total passenger earnings, including miscel- laneous.	7 Pas- senger earn- ings per train mile.	8 Propor- tion to total earn- ings. 100× Col. 6 Col. 16
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
1534	Rockp., Lang. & Nn. Ry....	1,685	.....	319	180	2,419	.....	38.70
1536	St. Jos. Term. R. R. ¹ .....	.....	.....	.....	.....	.....	.....	.....
1537	St. Jos. Un. Depot Co. ....	.....	.....	.....	.....	.....	.....	.....
1538	St. L. & En. Ry. ² .....	.....	.....	.....	.....	.....	.....	.....
1541	St. L. & Hann. Ry.	44,724	22.418	7,520	5,700	57,944	.....	39.01
1542	St. L., Bellev. & Sn. Ry.	1,442	.....	.....	.....	1,442	.....	9.38
1543	St. L., Chic. & St. P. R. R.	62,625	1.936	7,880	4,473	75,085	.46148	25.85
1544	St. L., Indpls. & En. R. R.	6,328	2.859	.....	586	6,914	.85495	9.72
1545	St. P. & Duluth R. R.	332,401	2.181	25,562	22,500	417,544	.74176	26.17
1551	St. P. Un. Depot Co.	109,513	.....	.....	.....	110,931	.....	80.04
1552	S. S. Marie Brg. Co. ³ .....	.....	.....	.....	.....	.....	.....	.....
1553	Sioux Cy & Nn. R. R.	28,024	2.653	8,148	359	37,077	.47474	13.98
1560	Tabor & Nn. Ry.	2,606	3.780	.....	433	3,279	1.05053	38.20
964	T Haute & Indpls. R. R. ⁴	525,068	2.379	214,380	71,259	811,865	.81416	38.23
	[Line in Illinois.] .....	.....	.....	.....	.....	.....	.....	.....
1561	E. St. L. & Carondelet Ry. ....	.....	.....	.....	.....	.....	.....	.....
1564	Tol., Peoria & Wn. Ry.	278,648	2.382	26,841	15,000	327,739	.92501	32.44
973	Tol., St. L. & Kans. Cy. R. R. ⁵	104,228	1.836	14,611	15,425	139,490	.67305	22.23
	[Line in Illinois.] .....	.....	.....	.....	.....	.....	.....	.....
978	Wabash R. R. ⁶	1,893,766	2.113	266,589	183,449	2,388,600	.84114	31.48
	[Line west of Dan- ville, Ill.] .....	.....	.....	.....	.....	.....	.....	.....
1572	Wabash, Chester & Wn. R. R.	26,220	2.515	5,668	1,980	34,309	.61765	37.24
1574	Waukogan & Miss. Vy. Ry. ....	.....	.....	.....	.....	.....	.....	.....
1576	Win. & Wn. Ry.	27,417	2.651	8,476	5,850	41,743	.58760	26.33
1577	Win. Brg. Ry.	5,059	.....	.....	.....	5,059	.....	24.52
1578	Wis. & Chippewa Ry.	2,171	4.576	150	20	2,341	.45897	30.07
1579	Wis. & Mich. Ry.	12,029	3.097	1,196	73	13,343	.27486	14.01
1580	Wis. Cent. Co.	451,927	2.223	43,674	53,938	605,817	.72403	26.49
1582	Wis. Cent. R. R.	444,137	.....	47,963	50,062	550,273	.....	26.11

¹ Switching road.² No report of operations.³ Figures cover whole line, 1.22 miles; .86 mile not in United States.⁴ See page 392, No. 964, for totals covering entire road.⁵ Group figures assigned by this office. See page 392, No. 973, for totals covering entire road.⁶ Group figures assigned by this office. See page 392, No. 978, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100× Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+ 14+15	Total earnings per train mile.	Proportion to total earnings and income. 100× Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
3,565	.....	3,565	.....	58.08	.....	263	6,247	.....	100.00	1534
.....	.....	.....	.....	.....	.....	2,750	¹ 232,063	.....	100.00	1536
.....	.....	.....	.....	.....	.....	15,600	15,600	.....	100.00	1537
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1538
85,872	2.519	85,872	.....	57.80	2,534	2,202	148,552	.....	100.00	1541
13,238	.....	13,238	.....	86.07	.....	700	15,380	.....	100.00	1542
175,357	1.238	175,357	1.31054	60.33	24,954	15,196	290,592	.980	99.95	1543
63,474	2.083	63,474	1.20135	89.24	742	.....	71,130	1.168	100.00	1544
1,169,362	.919	1,169,362	3.01567	73.28	.....	8,765	1,595,671	1.678	95.78	1545
7,343	.....	7,343	.....	5.30	.....	20,319	138,593	.....	100.00	1551
.....	.....	.....	.....	.....	.....	62,158	62,158	.....	100.00	1552
219,597	1.905	221,933	4.13622	83.69	4,994	1,190	265,194	2.013	100.00	1553
5,098	9.453	5,098	.54463	59.41	.....	205	8,582	.688	100.00	1560
1,308,362	.819	1,308,362	1.22279	61.61	.....	3,511	2,123,738	1.027	100.00	964
.....	.....	.....	.....	.....	73,242	12,830	86,072	.....	99.89	1561
619,792	1.207	619,893	1.33738	61.36	9,737	52,901	1,010,270	1.235	100.00	1564
488,141	.706	488,141	1.61857	77.77	.....	.....	627,631	1.233	100.00	973
.....										
5,012,006	.841	5,153,859	1.43158	67.95	.....	42,952	7,585,411	1.178	98.80	978
.....										
57,808	1.907	57,808	1.24690	62.76	.....	.....	92,117	.904	99.94	1572
.....	.....	.....	.....	.....	35,033	.....	35,033	.....	100.00	1574
115,396	1.479	115,396	1.62433	72.78	.....	1,420	158,559	1.062	100.00	1576
15,569	.....	15,569	.....	75.48	.....	.....	20,628	.....	100.00	1577
5,443	9.640	5,443	.35576	69.93	.....	.....	7,784	.382	100.00	1578
80,010	3.656	80,010	1.70416	84.03	1,273	591	95,217	.997	100.00	1579
1,666,285	.891	1,672,563	1.73799	73.12	.....	8,856	2,287,236	1.273	87.38	1580
1,529,331	.....	1,550,834	.....	73.57	.....	6,831	2,107,938	.....	99.98	1582

¹ Includes \$229,313, unclassified.

GROUP VII. TABLE III.—EARNINGS AND INCOME FOR
A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100×Col.6 Col. 16
		<i>Dollars.</i>	<i>Cents.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per ct.</i>
	Total—Group VII....	6,745,192	2.564	2,057,416	779,228	9,784,878	1.13282	26.13
1586	Black H. & Ft. Pierre R. R..	3,724	3.000	1,897	1,720	7,341	.24885	5.87
1587	Butte, Anaconda & Pac. Ry.	46,141	3.306	.....	2,165	48,672	1.54749	5.22
1379	Chic. & N. Wn. Ry.: ¹							
1588	Frem., Elk. & Mo. Vy. R. R.	500,016	2.786	148,612	117,096	778,060	.88844	26.18
1387	Chic. Burl. & Quin. R. R. ² .. [Line west of Mis- souri Riv.]	1,966,150	2.537	446,661	305,890	2,762,687	1.02938	31.70
1419	Chic., St. P., Minneap. & Om. Ry. ³ [Line west of Mis- souri Riv.]	201,976	2.694	30,909	28,871	267,145	1.17714	33.13
1591	Gt. Falls & Can. Ry.....	17,083	4.556	858	1,599	19,540	.86716	22.04
1442	Gt. Nn. Ry. ⁴ [Line between Mi- not, N. Dak., and Idaho.]	349,246	2.547	107,774	38,654	537,978	.78128	20.70
1592	Mont. Cent. Ry.....	250,868	4.703	22,139	14,765	295,722	1.42097	16.71
1508	Nn. Pac. R. R. ⁵ [Line in Idaho and Montana.]	1,166,721	3.035	225,147	92,650	1,529,216	1.53496	25.41
1602	Om. Brg. & Term. Ry.....							
1603	Sioux. Cy., O'Neill & Wn. Ry	19,873	2.520	9,831	1,162	31,263	.37475	20.56
1604	Un. Pac. Ry. ⁶ [Union and Chey- enne Divs.]	1,838,174	2.119	980,719	147,373	3,001,725	1.36099	26.62
1606	Brighton & Bould. Brh. R. R.	1,099	3.256	624	.....	1,757	.41445	5.69
1607	Carb. Cut Off Ry.....	907	4.629	.....	.....	932	.28496	2.15
1608	Kear. & Black H. Ry.....	3,364	2.753	1,690	756	5,882	1.12967	20.37
1609	Mont. Un. Ry.....	107,771	4.087	5,563	4,918	119,281	3.46634	25.88
1611	Om. & Repub. Vy. Ry.....	126,940	2.598	36,661	9,720	177,359	.65100	26.20
1612	St. Jos. & Gr. I. R. R.....	135,081	2.665	28,922	10,736	179,229	.76583	28.44
1613	Kans. Cy. & Om. R. R....	10,058	2.618	9,409	1,153	21,089	.65808	23.55

¹ Inserted to show relation of road following.

² See page 392, No. 1387, for totals covering entire road.

³ See page 392, No. 1419, for totals covering entire road.

⁴ See page 392, No. 1442, for totals covering entire road.

⁵ See page 392, No. 1508, for totals covering entire road.

⁶ See page 392, No. 1604, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
26,843,836	1.121	26,849,760	1.79878	71.72	276,050	527,670	37,438,358	1.588	93.77	
117,517	5.414	117,517	3.60260	94.10	.....	26	124,884	2.010	100.00	1586
883,514	1.817	883,514	7.06067	94.78	.....	.....	932,186	5.953	100.00	1587
2,123,577	1.558	2,124,721	1.21275	71.48	57,897	11,426	2,972,104	1.131	100.00	1379
5,840,303	1.330	5,843,984	1.43002	67.05	29,468	79,214	8,715,353	1.287	92.98	1588
517,180	.782	517,519	1.24466	64.18	¹ 3,243	24,893	806,314	1.255	97.53	1387
67,537	1.177	67,537	.99907	76.19	.....	1,569	88,646	.984	100.00	1419
2,016,040	.844	2,016,427	1.55124	77.60	40,510	3,827	2,598,742	1.307	93.10	1591
1,435,144	.826	1,435,264	2.06524	81.02	25,306	14,912	1,771,204	1.961	99.84	1442
4,461,641	1.212	4,461,894	2.21275	74.16	.....	25,671	6,016,781	1.997	97.08	1592
115,881	2.966	115,881	2.04687	76.20	20,842	1,337	22,179	.....	100.00	1508
7,887,800	.943	7,887,800	2.25252	69.94	4,823	106	152,073	1.086	99.58	1602
29,033	2.728	29,033	2.28300	93.88	82,772	305,060	11,277,357	1.976	98.46	1603
42,449	1.176	42,449	3.95120	97.78	.....	76	30,892	1.822	100.00	1604
19,185	3.852	19,185	1.22812	66.44	.....	32	43,413	3.098	100.00	1606
334,696	1.940	334,696	3.00170	72.64	3,473	338	28,878	1.386	98.24	1607
485,231	1.967	485,231	1.75350	71.70	4,253	2,557	460,787	3.158	99.70	1608
412,920	1.610	412,920	1.16722	65.52	.....	14,203	676,793	1.232	100.00	1609
54,188	2.257	54,188	.56365	60.52	.....	38,080	630,229	1.072	100.00	1611
					9,873	4,393	89,543	.699	61.72	1612
										1613

¹ Debit item.

GROUP VIII.

TABLE III.—EARNINGS AND INCOME FOR

A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100×Col. 6 Col. 16
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
	Total—Group VIII...	18,101,668	2.188	3,186,761	2,400,516	23,955,544	.90512	26.21
1614	Ark. & Choctaw Ry. ¹							
1616	Ark. Midl. R. R.	22,521		3,477	565	26,563	.57525	25.05
1617	Ark. Sn. R. R.	7,775		703		8,478		20.52
1349	Atch., Top. & S. Fe Ry. ² ... [Line west of Kans. Cy., Mo.]	3,575,006	2.202	618,899	617,245	4,898,007	.95629	27.74
1621	Atl. & Pac. R. R. ³ [Central Division.]	43,459	4.067	11,282	7,860	63,503	.78270	39.07
1622	Colo. Midl. R. R.	269,549	3.057	21,398	24,223	316,546	.74195	16.60
1624	Manh., Al. & Bgame. Ry. ..	8,222	2.728	2,584	3,363	14,293	1.65588	33.95
1625	St. L. & San Fran. Ry.	1,274,789	2.380	204,391	204,360	1,714,655	.86698	28.32
1635	St. L., Kans. Cy. & Colo. R. R.	21,568	1.969	3,382	3,347	28,327	.38789	31.41
1636	Wich. & Wn. Ry.	15,890	2.459	7,129	7,398	30,567	.72567	42.47
1639	Brownwood & N. Wn. Ry. ⁴ ..	281				297		9.03
1642	Chester, Perryv., S. Gene- vieve & Farm. R. R.	3,093		419	409	3,921		32.11
1643	Chic. & Atch. Brg. Co.	11,039				11,039		20.96
1415	Chic., Rock I. & Pac. Ry. ⁵ .. [Line west of Mis- souri Riv.]	1,409,628	1.532	181,061	135,036	1,765,621	.75775	34.11
1644	Choctaw, Oklahoma & Gulf R. R.	108,765	2.851	6,972	4,446	120,183	.89408	25.71
1646	Crystal Ry.	1,304	4.211			1,304	.29761	10.05
1649	Denver & Rio G. R. R.	1,448,296	2.166	167,146	412,481	2,059,987	1.10859	27.33
1653	Denver, Lakewood & Golden R. R.	14,453	2.601	691	699	15,843	.45789	47.88
1654	Eureka Spgs. Ry.	21,608	7.277	1,518	1,560	28,980	1.71671	46.19
1655	Excelsior Spgs. R. R.	10,310	3.333	37	780	11,147		73.20
1656	Flor. & Cripple Ck. R. R.	181,885	5.212	2,421	8,939	195,803	1.75129	37.13
1660	Ham. & Kingst. R. R.	2,572		402	180	3,154	.70700	59.75
1663	Houck's Mo. & Ark. R. R.	968		561	236	1,765		31.13
1664	Hutchinson & Sn. R. R.	11,983	3.043	5,584	1,898	19,465	.92451	33.76
1666	Kans. Cy. Belt Ry.							
1667	Kans. Cy., Ft. Scott & Memph. R. R.	834,284	2.119	108,539	86,156	1,042,069	.98736	26.54
1668	Current Riv. R. R.	21,374	3.187	4,560	659	27,093	.57160	18.94
1669	Kans. Cy. & Memph. Ry. & Brg. Co.	81,351	18.818			81,351		26.55
1670	Kans. Cy., Clinton & Springf. Ry.	109,015	2.505	16,128	6,311	133,667	.81514	33.09
1671	Kans. Cy. N. Wn. R. R.	57,008		13,920	4,492	76,185	.60366	26.10
1672	Kans. Cy. & Beatrice Ry. ..	1,044		1,958	608	3,613	.23905	81.53
1673	Kans. Cy., Osceola & Sn. Ry. ..	27,527	2.757	7,199	2,400	39,392	.45168	23.61
1674	Kans. Cy., Pittsb. & Gulf R. R.	110,243		20,653	7,640	139,554		24.96
1676	Texarkana & Ft. Smith Ry.	26,870		1,287	1,399	29,876		26.30
1678	Kans. Cy. Suburban Belt R. R.	500				500		.23
1680	Kans. Cy. & Indep. Air Line R. R.	53,190	1.178		163	53,353		81.50
1681	Leav., Top. & S. Wn. Ry.	9,040		2,437	384	11,861	1.30776	27.65
1683	Little Rock & Memph. R. R.	81,901		16,905	7,029	105,835	.54590	29.31
1686	Manitou & Pikes Peak Ry.	61,595	25.875			61,595	7.43097	93.50
1687	Midl. Term. Ry.	168,046	6.760	1,275	7,491	193,467	2.69535	45.24
1689	Miss. Riv. & Bonne T. Ry.	24,012	3.907	3,173	1,724	30,055	.41123	14.14

¹ Report for period, August 31, 1895 to June 30, 1896.² Covers operations of Atch., Top. & S. Fe R. R. under receivership for six months ending December 31, 1895, and of Atch., Top. & S. Fe Ry. for six months ending June 30, 1896. Group figures assigned by this office. See page 392, No. 1349, for totals covering entire road.³ See page 392, No. 1621, for totals covering entire road.⁴ Report for six months ending June 30, 1896.⁵ Group figures assigned by this office. See page 392, No. 1415, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+ 14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
63,797,633	1.055	63,909,386	1.53953	69.89	913,769	2,637,219	¹ 91,430,357	1.328	94.35	
11,841	-----	11,841	-----	82.57	-----	2,500	14,341	-----	100.00	1614
71,478	-----	71,478	1.88895	67.39	1,363	6,654	106,058	1.262	94.10	1616
32,381	-----	32,381	-----	78.36	-----	464	41,323	-----	100.00	1617
12,240,521	1.058	12,335,154	1.29729	69.85	34,654	390,421	17,658,236	1.207	96.48	1349
98,651	1.338	98,651	.81981	60.69	-----	392	162,546	.807	100.00	1621
1,570,499	1.820	1,570,499	2.43069	82.33	-----	20,188	1,907,233	1.778	100.00	1622
26,472	2.145	26,513	.77004	62.97	-----	1,300	42,106	.978	100.00	1624
4,262,314	1.213	4,265,744	1.34006	70.43	-----	75,613	6,056,012	1.173	99.32	1625
61,045	1.058	61,045	1.82922	67.69	-----	815	90,187	.848	100.00	1635
35,177	2.436	35,205	.88585	48.91	13	6,191	71,976	.879	100.00	1636
2,406	-----	2,406	-----	73.33	74	505	3,282	-----	100.00	1639
8,291	-----	8,291	-----	67.89	-----	-----	12,212	-----	100.00	1642
33,143	-----	33,143	-----	62.94	-----	8,487	52,669	-----	95.52	1643
3,376,523	.661	3,376,523	1.16678	65.25	-----	33,250	5,175,394	.991	97.70	1415
298,381	2.186	298,381	2.12545	63.81	40,846	8,156	467,566	1.701	88.33	1644
11,667	13.938	11,667	2.66251	89.95	-----	-----	12,971	1.480	100.00	1646
5,179,050	1.648	5,179,089	2.18408	68.72	-----	297,711	7,536,787	1.782	98.77	1649
17,246	4.228	17,246	1.43713	52.12	-----	-----	33,089	.710	100.00	1653
27,381	7.735	33,763	3.33343	53.81	-----	-----	62,743	2.323	100.00	1654
4,033	6.725	4,033	-----	26.48	11	35	15,226	-----	100.00	1655
330,144	6.359	330,144	3.88826	62.60	-----	1,427	527,374	2.681	100.00	1656
2,125	-----	2,125	.15873	40.25	-----	-----	5,279	.296	100.00	1660
3,905	-----	3,905	-----	68.87	-----	-----	5,670	-----	100.00	1663
37,588	2.755	38,195	.67702	66.24	-----	-----	57,660	.744	100.00	1664
109,472	-----	109,472	-----	51.43	-----	103,417	212,889	-----	100.00	1666
2,656,842	.793	2,656,842	1.42272	67.68	108,626	118,157	3,925,694	1.343	97.98	1667
113,205	1.350	113,205	1.67878	79.12	1,982	790	143,070	1.246	100.00	1668
224,885	13.730	224,885	-----	73.42	-----	77	306,313	-----	98.59	1669
268,927	1.120	268,927	1.47941	66.58	-----	1,322	403,916	1.168	99.96	1670
157,115	-----	157,115	1.45664	53.83	-----	58,601	291,901	1.247	99.91	1671
800	-----	800	.05567	18.07	-----	18	4,431	.150	100.00	1672
110,773	1.721	110,773	1.10657	66.43	4,891	11,726	166,782	.890	100.00	1673
384,668	-----	384,668	-----	68.82	-----	34,798	559,020	-----	96.08	1674
80,611	-----	80,611	-----	70.96	-----	3,107	113,594	-----	100.00	1676
109,992	-----	109,992	-----	52.41	3	99,388	209,883	-----	93.33	1678
11,422	7.415	11,422	-----	17.45	-----	688	65,463	-----	112.48	1680
14,060	-----	14,060	.51670	32.78	15,470	1,506	42,897	1.282	100.00	1681
254,285	-----	254,285	2.93232	70.42	-----	974	361,094	1.287	98.31	1683
1,947	-----	1,947	-----	2.96	-----	2,330	65,872	7.947	99.83	1686
234,156	7.659	234,156	4.57685	54.76	-----	-----	427,623	3.478	100.00	1687
165,131	1.736	169,816	2.38733	79.88	890	11,818	212,579	1.474	93.61	1689

¹ Includes \$14,439, unclassified.

GROUP VIII.

TABLE III.—EARNINGS AND INCOME FOR

A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100 × Col. 6 Col. 16.
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
1691	Mo., Kans. & Tex. Ry. ¹ [Line north of Den- ison, Tex.]	1, 098, 402	2. 208	222, 899	107, 190	1, 428, 491	. 82299	20. 42
1694	Mo. Pac. Ry.....	2, 226, 718	2. 046	633, 330	192, 224	3, 052, 272	. 82081	27. 39
1709	Cent. Brh. Un. Pac. R. R..	126, 274	2. 697	48, 102	12, 738	187, 114	. 71628	27. 05
1714	St. L., Iron Mtn. & Sn Ry.	2, 048, 824	2. 374	380, 040	259, 460	2, 688, 324	. 94710	24. 32
1718	Ark. & La. Ry.....	9, 216	4. 115	1, 934	1, 907	13, 421	. 60500	33. 32
1722	Mo. Sn. R. R.....	611	2. 501	.....	.....	611	. 05031	1. 97
1724	Pine Bluff & En. R. R.....	2, 495	.....	1, 297	.....	3, 814	1. 21850	34. 08
1725	Prescott & N. Wn. R. R.....	.....	.....	.....	.....	.....	.....	.....
1727	Rio G. Sn. R. R.....	74, 283	.....	10, 052	13, 359	97, 694	.....	19. 97
1728	St. Clair, Mad. & St. L. Belt R. R.	12, 316	.....	141	.....	12, 457	.....	54. 46
1729	St. L., Cape Gir. & Ft. Smith Ry.	22, 639	.....	4, 092	2, 174	28, 905	. 36591	25. 37
1730	St. L., Kennett & Sn. R. R ..	11, 620	.....	1, 722	2, 836	16, 178	.....	43. 68
1731	St. L. S. Wn. Ry.....	487, 370	2. 272	83, 483	44, 950	620, 755	. 92503	20. 72
1732	Paragould S. En. Ry	3, 282	.....	480	1, 210	4, 972	.....	29. 21
1733	St. L. Tr. Ry .....	.....	.....	.....	.....	.....	.....	.....
1734	Searcy & W. Pt. R. R.....	6, 606	.....	397	1, 706	8, 709	.....	42. 04
1735	Silverton R. R.....	2, 982	11. 849	.....	.....	3, 016	1. 98516	3. 98
1736	Silverton Nn. R. R. ².....	.....	.....	.....	.....	.....	.....	.....
1738	Stuttgart & Ark. Riv. R. R..	5, 206	.....	1, 551	355	7, 112	.....	38. 02
1739	Term. R. R. Assn. of St. L...	313, 296	6. 011	25, 000	53, 757	392, 053	.....	20. 44
1742	St. L. Merchants Brg. & Term. Ry.	26, 818	. 730	1, 209	7, 488	35, 515	.....	5. 75
1745	Texarkana & Shrevept, R. R.	5, 097	.....	968	.....	6, 065	.....	15. 01
1746	Ultima T., Arkadel. & Miss. R. R.	1, 956	.....	905	185	3, 046	. 47614	9. 83
1604	Un. Pac. Ry. ³ [Kans Div. and Leavenworth Brh.]	656, 524	1. 960	192, 295	63, 287	924, 404	. 96091	32. 94
1748	Denver, Leadv. & Gunni- son Ry.	111, 961	3. 207	16, 763	10, 885	140, 219	. 90172	19. 00
1749	Jctn. Cy. & Ft. Kear. Ry ..	18, 610	2. 562	6, 797	3, 420	29, 784	. 48981	31. 88
1750	Kans. Cent. R. R	17, 813	2. 735	11, 070	2, 411	32, 248	1. 17414	22. 89
1751	Sal. & S. Wn. Ry	10, 995	2. 587	1, 631	1, 500	14, 581	. 63402	36. 92
1752	Solomon R. R	17, 221	2. 507	4, 202	1, 860	24, 117	. 66508	30. 51
1755	Un. Pac., Denver & Gulf Ry.	617, 126	2. 522	80, 271	51, 890	756, 056	. 97451	74. 20
1756	Un. Pac., Line. & Colo. Ry.	16, 373	2. 485	14, 694	600	32, 639	. 94866	20. 18
1757	White & Black Riv. Vy. Ry.	14, 861	.....	2, 861	1, 643	19, 365	. 39607	27. 74
1758	Williamsv., Greenv., & St. L. Ry.	2, 209	.....	484	.....	2, 693	.....	6. 26

¹ See page 392, No. 1691, for totals covering entire road.² Report for period, November 4, 1895 to June 30, 1896.³ See page 392, No. 1604, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+ 14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
<i>Dollars.</i>	<i>Cents.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dolls.</i>	<i>Per cent.</i>	
5,537,640	.996	5,537,640	1.56664	79.13	.....	31,749	6,997,880	1.328	100.00	1691
7,565,347	.943	7,565,347	1.44621	67.91	107,475	415,693	11,140,787	1.245	93.82	1694
465,315	1.559	465,315	1.05862	67.26	1,304	38,087	691,820	.987	99.89	1709
8,148,596	.939	8,148,596	1.83945	73.70	63,467	155,951	11,056,338	1.521	98.99	1714
23,469	10.267	23,469	1.91392	58.23	.....	3,409	40,299	1.170	99.09	1718
30,303	2.650	30,303	.83136	98.03	.....	.....	30,914	.636	100.00	1722
7,379	.....	7,379	.78581	65.92	.....	.....	11,193	.894	100.00	1724
.....	.....	.....	.....	.....	.....	.....	¹ 14,439	.....	100.00	1725
377,332	.....	377,332	.....	77.13	10,264	3,944	489,234	.....	99.72	1727
10,414	.....	10,414	.....	45.54	.....	.....	22,871	.....	100.00	1728
81,664	.....	82,699	1.50362	72.58	1,345	982	113,931	.850	100.00	1729
20,543	.....	20,543	.....	55.48	.....	313	37,034	.....	100.00	1730
2,344,743	1.026	2,344,743	2.02811	78.26	2,321	28,297	2,996,116	1.640	87.99	1731
11,959	.....	11,959	.....	70.26	.....	90	17,021	.....	100.00	1732
.....	.....	.....	.....	.....	119,353	.....	119,353	.....	96.50	1733
11,601	.....	12,004	.....	57.96	.....	.....	20,713	.....	100.00	1734
68,842	18.434	69,312	15.20482	91.33	3,107	455	75,890	12.486	100.00	1735
2,494	.....	2,494	.....	100.00	.....	.....	2,494	.....	100.00	1736
11,055	.....	11,055	.....	59.11	.....	538	18,705	.....	100.00	1738
974,076	8.138	974,076	.....	50.78	155,992	396,020	1,918,141	.....	90.94	1739
416,593	3.630	416,593	.....	67.43	121,483	44,217	617,808	.....	100.00	1742
34,329	.....	34,329	.....	84.99	.....	.....	40,394	.....	99.84	1745
27,915	.....	27,915	1.45473	90.17	.....	.....	30,961	1.210	100.00	1746
1,673,292	1.029	1,673,292	1.78805	59.64	53,591	154,704	2,805,991	1.479	98.86	1604
567,833	2.592	567,833	1.90981	76.96	7,458	22,361	737,871	1.629	99.60	1748
63,119	3.795	63,119	1.04780	67.55	37	492	93,432	.772	100.00	1749
104,758	2.577	104,758	1.19373	74.38	711	3,130	140,847	1.222	100.00	1750
23,357	3.995	23,357	1.03418	59.14	291	1,263	39,492	.866	100.00	1751
54,105	2.998	54,105	1.46626	68.47	108	700	79,030	1.080	100.00	1752
2,316,397	1.313	2,316,397	1.77287	74.15	20,767	30,689	3,123,909	1.500	99.41	1755
91,870	2.343	91,870	.88619	56.82	35,872	1,309	161,690	1.171	100.00	1756
50,442	.....	50,442	2.77034	72.26	.....	.....	69,807	1.040	99.73	1757
40,298	.....	40,298	.....	93.74	.....	.....	42,991	.....	100.00	1758

¹ Unclassified.

GROUP IX. TABLE III.—EARNINGS AND INCOME FOR
A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100×Col.6 Col. 16
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
	Total—Group IX.....	8,760,014	2.298	1,227,317	795,554	10,993,005	.94291	25.86
1760	Aransas Harb. Term. Ry. ¹							
1349	Atch., Top. & S. Fe Ry.: ²							
1761	Gulf, Colo. & S. Fe Ry.....	934,262	2.039	112,574	118,424	1,181,575	.82973	25.16
1415	Chic., Rock I. & Pac. Ry.: ²							
1764	Chic., Rock I. & Tex. Ry..	71,405	2.577	10,499	6,680	89,473	.66860	25.17
1765	De Kalb & Red Riv. R. R....							
1766	E. La. R. R.....	31,634		2,337	873	34,953		39.13
1768	Ft. Wor. & Rio G. Ry.....	83,253	2.534	12,007	8,000	104,721	.98591	27.05
1770	Galv., Houston & Hend. R. R. of 1882.	87,829	2.266	4,376	12,362	104,567	.91162	22.13
1771	Galv., La Porte & Houston Ry.	6,939	2.270		100	7,047	2.00301	63.36
1773	Gulf, Beaumont & Kans. Cy. Ry.	6,730		65	396	7,741		9.31
1775	Hearne & Brazos Vy. R. R..	7,123		858		7,981	1.16304	27.07
1777	Houston E. & W. Tex. Ry...	84,871		12,476	12,000	112,377	.78638	21.38
1778	Houston & Shrevept. R. R.	16,839		3,266	2,681	23,112	.74683	25.97
1779	Internat. & Gt. Nn. R. R....	769,508	2.393	132,624	76,141	978,273	.97856	30.82
1780	Jackson R. R.....	923		106	412	1,441		8.21
1781	Kans. Cy., Watkins & Gulf Ry.	24,536	2.789	6,349	3,000	34,272	.54456	21.97
1788	Mansf. Ry. & Transp. Co....	1,400				1,400		29.70
1790	Minden R. R.....	2,696	6.691	257	420	3,734	.65121	30.79
1691	Mo., Kans. & Tex. Ry. ³ [Line south of Deni- son, Tex.]	973,004	2.426	104,383	90,140	1,167,527	.83382	28.91
1792	Sherman, Shrevept. & Sn. Ry.	51,724	2.339	8,167	4,200	65,605	.48095	20.48
1793	Natchez, Red Riv. & Tex. R. R.	2,385		1,095		3,480		29.23
1794	Natchitoches & Red Riv. Vy. Ry.	6,268		548	943	7,806		38.39
1795	N. O. & N. Wn. Ry.....	26,394	2.750	4,668	2,437	33,991	.41943	30.29
1801	Paris, Marsh. & Sab. Pass Ry.	1,118			833	1,951	.65342	12.23
1803	Pecos Vy. Ry.....	17,739	3.698	3,760	1,456	25,151	1.24942	43.28
1804	Pecos Riv. R. R.....	6,828	2.792	2,317	715	11,198	1.13315	35.78
1805	Rio G. R. R.....	2,261		910	300	3,471	.73670	7.89
1806	Rio G. & Eagle Pass Ry....	2,963		810		3,773		9.25
1807	Rio G. Nn. Ry ⁴							
1810	St. L., Avoyelles & S. Wn. Ry. ⁴							
1731	St. L. S. Wn. Ry.: ⁵							
1811	St. L. S. Wn. Ry. of Tex...	413,088	2.362	54,399	23,645	496,995	.68617	28.40
1812	Tyler S. En. Ry.....	32,458	2.654	5,327	3,405	41,606	.63621	28.19
1813	San Ant. & Aransas Pass Ry.	325,353	2.361	57,868	25,801	420,603	.87404	22.11
1816	Sn. Pac. Co. ⁶ [Line in Louisiana.]	779,511	1.808	74,531	55,220	954,329	1.60423	23.74
1820	Austin & N. Wn. R. R....	36,658	2.520	8,898	2,288	48,558	.63654	20.10
1821	Cent. Tex. & N. Wn. Ry...	14,476	1.824	1,019	762	16,467	.59481	25.45
1822	Galv., Harrisb. & San Ant. Ry.	655,921	2.156	109,737	54,445	876,526	.85334	17.61
1823	Gulf, Wn. Tex. & Pac. Ry.	33,061	2.192	6,223	1,110	41,100	1.01446	48.24
1824	Houston & Tex. Cent. R. R.	680,801	2.358	76,684	58,037	831,486	1.12371	26.89
1825	Ft. Wor. & N. O. Ry.....	45,428	2.928	3,396	2,541	52,073	.87210	24.86
1826	N. Y., Tex. & Mexican Ry.	39,780	2.755	9,290	3,010	52,955	.74576	24.56
1827	Tex. & N. O. R. R.....	235,875	2.283	32,586	19,255	304,152	1.25826	21.27
1808	Tex. Transp. Co. ⁷	1,308	3.323			1,308	.51864	5.67

¹ Report for period, January 23 to June 30, 1896. Not in operation.² Inserted to show relation of road following.³ See page 392, No. 1691, for totals covering entire road.⁵ Inserted to show relation of two roads following.⁶ See page 392, No. 1816, for totals covering entire road.⁷ Report for eleven months ending May 31, 1896. Merged in Tex. & N. O. R. R.⁴ Road not in operation.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+ 14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
30,596,931	1.118	30,693,161	1.63291	72.23	88,669	723,819	¹ 42,499,217	1.393	95.46	
3,471,141	1.312	3,479,079	1.32263	74.09	6,039	29,265	4,695,958	1.158	100.00	1760
265,700	1.815	265,700	1.81360	74.77	.....	226	355,399	1.268	100.00	1349
6,273	.....	6,273	.50181	100.00	.....	.....	6,273	.502	100.00	1761
50,405	.....	50,405	.....	56.44	30	3,925	89,313	.....	100.00	1415
282,406	3.321	282,406	2.68771	72.95	.....	.....	387,127	1.832	100.00	1764
294,617	1.433	303,487	5.14019	64.24	.....	64,420	472,474	2.719	97.99	1765
3,836	2.700	3,836	.36346	34.49	.....	239	11,122	.790	100.00	1766
73,190	.....	75,399	.....	90.69	.....	.....	83,140	.....	100.00	1768
21,494	.....	21,494	1.04412	72.93	.....	.....	29,475	1.074	100.00	1770
389,152	.....	389,152	1.44940	74.05	.....	24,001	525,530	1.277	100.00	1771
64,390	.....	64,390	1.89383	72.34	.....	1,502	89,004	1.370	100.00	1773
2,171,115	1.306	2,195,839	1.53574	69.18	.....	.....	3,174,112	1.306	98.92	1775
16,104	.....	16,104	.....	91.79	.....	.....	17,545	.....	100.00	1777
119,995	.785	119,995	1.58226	76.90	1,100	656	156,023	1.124	100.69	1778
3,315	.....	3,315	.....	70.30	.....	.....	4,715	.....	100.00	1779
8,300	22.647	8,300	4.01511	68.43	.....	95	12,129	1.555	100.00	1780
2,850,904	.981	2,850,904	1.32705	70.58	.....	20,677	4,039,108	1.138	100.00	1781
252,797	3.923	252,797	3.61133	78.89	.....	2,019	320,421	1.552	100.00	1788
8,419	.....	8,419	.....	70.73	.....	5	11,904	.....	100.00	1790
12,102	.....	12,102	.....	59.54	.....	421	20,329	.....	100.00	1792
78,238	.....	78,238	3.02580	69.71	.....	.....	112,229	1.050	87.98	1793
14,002	.....	14,002	1.56341	87.77	.....	.....	15,953	1.336	100.00	1794
32,454	3.090	32,860	.54413	56.56	95	.....	58,106	.722	61.67	1795
20,075	2.929	20,098	.67794	64.22	.....	.....	31,296	.792	100.00	1801
33,844	.....	40,411	2.85840	91.88	.....	102	43,984	2.333	99.25	1803
37,011	.....	37,011	.....	90.75	.....	.....	40,784	.....	95.33	1804
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1805
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1806
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1807
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1810
1,237,128	1.550	1,237,128	1.68979	70.71	6,673	8,906	1,749,702	1.201	99.81	1731
103,768	2.236	103,768	1.31073	70.30	1,131	1,090	147,595	1.021	99.85	1811
1,474,669	1.749	1,476,255	1.97656	77.63	.....	4,880	1,901,738	1.549	100.00	1812
2,843,229	.851	2,843,229	1.99464	70.71	7,172	216,077	4,020,807	1.990	93.64	1813
190,208	1.390	190,208	2.07498	78.70	2,377	527	241,670	1.439	96.27	1816
46,136	2.295	46,136	1.33748	71.31	1,586	510	64,699	1.041	92.90	1820
3,976,247	.805	3,976,247	1.50998	79.87	.....	125,622	4,978,395	1.360	100.00	1821
31,241	2.093	31,241	.52617	36.67	8,816	4,041	85,198	.853	93.89	1822
2,198,093	1.318	2,198,093	2.01112	71.10	.....	62,264	3,091,843	1.687	99.61	1823
156,539	2.694	156,539	3.27968	74.77	.....	779	209,391	1.949	99.86	1824
154,078	2.158	154,078	2.50594	71.44	6,960	1,657	215,650	1.628	100.00	1825
1,076,908	.705	1,076,908	1.63540	75.33	21,032	27,565	1,429,657	1.588	94.03	1826
9,588	2.343	9,588	2.78890	41.56	.....	12,175	23,071	3.871	100.00	1827
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1808

¹ Includes \$563, unclassified.

GROUP IX. TABLE III.—EARNINGS AND INCOME FOR
A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100×Col.6 Col. 16
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
1828	Sugar Land Ry.....	178	2,998	.....	.....	178	.08799	1.13
1829	Teche R. R. & Sugar Co.....	.....	.....	.....	.....	.....	.....	.....
1830	Tex. & Pac. Ry.....	1,643,733	2,529	240,298	146,291	2,044,565	1.01883	29.97
1831	El Paso Nn. Ry.....	.....	.....	.....	.....	.....	.....	.....
1832	Tex. Cent. R. R.....	71,050	2,421	12,767	8,970	94,605	.79413	30.07
1834	Tex., La. & En. R. R.....	1,630	3,815	.....	.....	1,630	.34960	5.81
1835	Tex. Mexican Ry.....	25,083	2,744	7,221	4,962	37,570	1.23132	25.32
1836	Tex. Midl. R. R.....	26,673	2,586	2,824	3,120	33,146	.47322	23.36
1837	Tex., Sab. Vy. & N. Wn. Ry.	4,645	3,030	1,757	629	7,698	1.11830	22.12
1840	Tex. Trunk R. R.....	10,999	2,845	2,006	600	13,715	1.43659	22.69
1604	Un. Pac. Ry.: ¹	.....	.....	.....	.....	.....	.....	.....
1755	Un. Pac., Denver & Gulf Ry.: ²	.....	.....	.....	.....	.....	.....	.....
1843	Ft. Wor. & Denver Cy. Ry	240,886	2,348	61,675	22,600	327,956	.96415	32.40
1846	Velasco Term. Ry.....	2,961	2,902	834	634	4,429	.35262	18.35
1847	Vicksb., Shrevept. & Pac. R. R.	140,309	2,635	23,833	12,000	180,888	1.43084	33.28
1848	Waco & N. Wn. R. R.....	57,007	2,872	5,836	1,980	65,434	1.65409	22.54
1849	Weatherf., Minl. Wells & N. Wn. Ry.	13,121	2,507	1,373	1,250	15,974	1.88032	30.37
1851	Wich. Vy. Ry.....	7,389	2,758	2,483	486	10,439	1.16878	21.88

¹ Inserted to show relation of two roads following.

² Inserted to show relation of road following.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+ 14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
<i>Dollars.</i>	<i>Cents.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dolls.</i>	<i>Per cent.</i>	
15,556	4.046	15,556	2.56322	98.87	.....	.....	15,734	1.944	100.00	1828
4,678,213	1.085	4,722,120	1.74404	69.23	.....	54,845	6,821,530	1.447	99.24	1829
218,005	3.908	218,005	2.45308	69.32	222	1,725	¹ 563	.....	100.00	1830
25,929	6.268	25,929	1.85422	92.49	356	121	314,557	1.512	100.00	1831
108,416	1.048	108,416	.95925	73.07	.....	2,384	28,036	1.504	100.00	1832
108,613	5.632	108,613	2.62810	76.56	.....	118	148,370	1.034	100.00	1833
27,110	4.444	27,110	1.31275	77.88	.....	.....	141,877	1.274	99.91	1834
46,558	12.043	46,558	1.59910	77.01	105	79	34,808	1.264	100.00	1835
.....	.....	.....	.....	.....	.....	.....	60,457	1.564	99.91	1836
667,839	1.198	667,839	1.14251	65.98	.....	16,358	.....	.....	.....	1837
18,937	1.716	18,937	1.46570	78.43	.....	777	1,012,153	1.095	96.93	1840
313,080	1.972	313,080	2.49113	57.60	24,065	25,531	24,143	.948	100.00	1604
218,884	5.542	218,884	3.80310	75.42	.....	5,933	543,564	2.156	97.38	1755
34,517	5.206	34,517	1.35429	65.61	910	1,203	290,251	2.989	99.91	1843
36,163	4.090	36,163	1.34964	75.81	.....	1,099	52,604	1.548	99.53	1846
.....	.....	.....	.....	.....	.....	.....	47,701	1.335	100.00	1847
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1848
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1849
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1851

¹ Unclassified.

GROUP X.

TABLE III.—EARNINGS AND INCOME FOR

A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Revenue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100×Col.6 Col. 16
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
	Total—Group X.....	16, 300, 132	2. 131	2, 174, 693	1, 154, 023	20, 352, 185	1. 30939	33. 26
1855	Ariz. & New Mex. Ry.....	13, 442	5. 217	2, 805	910	17, 157	1. 46451	7. 48
1856	Ariz. & S. En. R. R.....	13, 833	5. 845	1, 553	3, 472	19, 072	1. 63682	8. 03
1349	Atch., Top. & S. Fe Ry.: ¹							
1621	Atl. & Pac. R. R. ²	810, 756	2. 156	133, 875	148, 216	1, 103, 715	. 99521	30. 48
	[Western and Cali- fornia Divs.]							
1857	New Mex. & Ariz. R. R..	29, 025	5. 656	6, 664	4, 192	40, 697	. 97872	28. 69
1858	Sn. Cal. Ry.....	758, 477	2. 386	64, 223	43, 885	894, 254	. 93754	41. 31
1860	Bellingham Bay & British Col. R. R.	14, 346	2. 370	2, 140	190	16, 766	. 78466	40. 46
1861	Bellingham Bay & En. R. R.							
1862	Belt R. R. of San Fran.....							
1863	Blakely R. R.....			193		193		. 32
1866	Buckspt. & Elk Riv. R. R.							
1867	Cal. Ry.....	4, 514		75		4, 589		31. 46
1869	Cal. En. Ry.....	2, 016	8. 377	629		2, 645	1. 13026	21. 33
1870	Carson & Colo. Ry.....	32, 618	6. 174	12, 824	2, 516	48, 167	1. 39302	32. 11
1873	Cent. Wash. R. R. ³	12, 308	3. 265	5, 999	1, 600	20, 147	1. 48907	36. 82
1875	Col. & Puget Sd. R. R.....	14, 871		1, 759	484	17, 114	. 21504	7. 11
1876	Colusa & L. R. R.....	5, 943		939	480	7, 362	1. 52589	54. 10
1877	Coos Bay, Roseb. & En. R. R. & Nav. Co. ⁴							
1878	Coronado R. R.....	11, 090				11, 090	. 23402	39. 05
1879	Eel Riv. & Eureka R. R....	24, 749	4. 190	2, 422	660	28, 468	2. 08557	30. 83
1881	Eureka & Palisade R. R....	4, 758	8. 318	1, 810	1, 078	7, 681	1. 16851	13. 02
1882	Everett & Monte Cristo Ry.	7, 900	4. 363	975	18	8, 893	1. 49877	9. 24
1884	Gila Vy., Globe & Nn. Ry..	11, 310	5. 926	2, 675	1, 451	15, 819	1. 58044	16. 42
1442	Gt. Nn. Ry. ⁵	157, 216	2. 935	36, 974	20, 332	242, 467	. 69406	27. 06
	[Line west of Mon- tana.]							
1891	Ilwaco Ry. & Nav. Co.....	6, 643	7. 000	1, 487	40	8, 221	1. 22631	49. 16
1892	Indep. & Monmouth Ry.....	1, 792				1, 792	. 14023	100. 00
1896	Los Ang. & Redondo Ry....	14, 807	1. 595	391		15, 198	. 37227	23. 62
1897	Los Ang. Term. Ry.....	43, 725	1. 738	1, 200		44, 925	. 43238	42. 34
1898	Maricopa & Phoenix & Salt Riv. Vy. R. R. ⁶	27, 367	5. 726	2, 738	1, 645	39, 375	3. 98812	38. 18
1903	Nev.-Cal.-Oregon Ry.....	11, 629	4. 457	6, 038	703	18, 523	1. 39616	31. 25
1904	Nev. Cent. R. R.....	5, 086	7. 366	1, 772	720	7, 578	. 99927	24. 07
1905	Nev. Co. N. G. R. R.....	32, 972	6. 960	1, 863	3, 033	38, 873	1. 59822	36. 72
1906	N. Pac. Coast R. R.....	194, 479	1. 276	7, 354	12, 407	224, 200	1. 00809	63. 45
1508	Nn. Pac. R. R. ⁷	1, 008, 918	2. 938	121, 282	74, 909	1, 241, 925	1. 32347	28. 71
	[Line west of Idaho.]							
1917	Seattle, L. Shore & En. Ry.	65, 790	2. 689	10, 902	2, 441	79, 574	. 46295	24. 69
1918	Nn. Pac. Term. Co. of Oregon							
1919	Ogden & Hot Spgs. Ry.....	2, 421				2, 421		100. 00
1920	Ogden Un. Ry. & Depot Co..					1, 345		2. 12
1921	Oregon Cent. & En. R. R....	26, 787	2. 773	8, 911	900	36, 761		41. 08
1922	Pac. Coast Ry.....	26, 140	4. 345	5, 699	559	32, 912	1. 82755	32. 20
1923	Pac. Lum. Co.'s R. R.....	2, 624		289		2, 913		59. 04
1924	Pac. Lum. & Wood Co.'s R. R.							
1928	Port Townsend Sn. R. R....	6, 072	4. 429	1, 889	461	8, 422	. 52437	61. 26
1929	Rio G. Wn. Ry.....	555, 193	2. 016	56, 163	38, 454	650, 562	. 89709	26. 85
1932	Rogue Riv. Vy. Ry.....	2, 843	11. 215	296	308	3, 447		72. 00
1934	Salt L. & Los Ang. Ry.....	32, 283	1. 271			32, 283	1. 59819	94. 13
1935	Salt L. & Mercur R. R.....	11, 621			1, 184	12, 805		22. 02
1938	San Diego, Cuyamaca & En. Ry.	15, 478	2. 260	1, 300		16, 778	1. 17692	42. 33

¹ Inserted to show relation of three roads following.² See page 392, No. 1621, for totals covering entire road.³ Report of Receiver for eight months ending June 30, 1896.⁴ Under construction.⁵ See page 392, No. 1442, for totals covering entire road.⁶ Includes operations of Maricopa & Phoenix R. R. for period, July 1 to December 4, 1895.⁷ See page 392, No. 1508, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+ 14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
39,501,754	1.254	39,525,317	1.98248	64.61	74,439	1,225,520	61,177,461	1.650	81.52	
210,006	7.853	210,006	5.97543	91.52	.....	2,289	229,452	4.897	100.00	1855
217,044	6.272	217,044	6.20905	91.42	.....	1,304	237,420	5.094	100.00	1856
2,493,123	.971	2,493,123	1.11921	68.86	.....	23,782	3,620,620	1.085	100.02	1349
95,295	3.270	95,518	2.21532	67.34	6	5,619	141,840	1.675	100.00	1857
1,238,941	2.493	1,240,347	2.58031	57.31	8,795	21,112	2,164,508	1.509	100.00	1858
20,327	2.220	23,535	1.85376	56.80	1,090	47	41,438	1.217	99.76	1860
38,669	13.050	38,669	2.72084	100.00	.....	.....	38,669	2.721	100.00	1861
.....	.....	.....	.....	.....	11,730	15,600	27,330	.....	82.17	1862
59,091	.....	59,091	.....	98.63	.....	627	59,911	.....	100.00	1863
29,708	.....	29,708	.....	100.00	.....	.....	29,708	.....	100.00	1866
9,997	.....	9,997	.....	68.54	.....	.....	14,586	.....	95.19	1867
5,799	14.470	5,898	.84027	47.59	.....	3,852	12,395	1.324	100.00	1869
101,624	3.787	101,624	.92623	67.77	.....	174	149,965	1.039	100.00	1870
33,165	2.581	33,165	.85669	60.63	.....	1,395	54,707	1.047	100.00	1873
208,798	.....	208,798	.17414	86.70	.....	14,898	240,810	.188	92.70	1875
6,246	.....	6,246	.38377	45.90	.....	.....	13,608	.645	97.02	1876
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1877
14,016	.....	14,016	.09867	49.35	135	3,160	28,401	.150	100.00	1878
56,071	4.336	56,071	1.36924	60.74	.....	7,779	92,318	1.691	100.00	1879
50,106	4.684	50,106	2.54102	85.00	.....	1,165	58,952	2.242	87.92	1881
76,001	3.378	76,001	4.26979	79.00	952	10,361	96,207	4.054	97.29	1882
79,883	6.715	80,055	2.49964	83.07	.....	486	96,360	2.292	100.00	1884
653,314	.844	653,338	1.87160	72.92	5,918	165	901,888	1.291	91.05	1442
7,899	22.919	7,899	1.00544	47.24	.....	601	16,721	1.148	68.03	1891
.....	.....	.....	.....	.....	.....	.....	1,792	.140	100.00	1892
30,886	7.855	30,886	1.44085	48.01	1,773	16,477	64,334	1.033	99.65	1896
60,492	7.123	60,597	1.29009	57.11	373	210	106,105	.703	100.00	1897
63,740	8.925	63,740	2.15195	61.82	.....	.....	103,115	2.611	100.00	1898
39,328	3.748	39,328	.98807	66.34	63	1,366	59,280	1.117	99.87	1903
23,892	7.364	23,892	1.01050	75.93	.....	.....	31,470	1.037	100.00	1904
62,515	11.987	66,967	1.32783	63.28	.....	.....	105,840	1.416	100.00	1905
129,165	3.828	129,165	1.49818	36.55	.....	.....	353,365	1.145	100.00	1906
3,031,733	1.092	3,039,351	1.94395	70.27	6,944	27,290	4,325,510	1.729	97.49	1508
221,320	.841	221,320	2.27263	68.68	.....	21,374	322,268	1.197	100.00	1917
.....	.....	.....	.....	.....	.....	315,072	315,072	.....	100.00	1918
.....	.....	.....	.....	.....	.....	.....	2,421	.....	100.00	1919
.....	.....	.....	.....	.....	.....	62,076	63,421	.....	100.00	1920
51,837	2.304	51,837	.....	57.91	.....	915	89,513	.....	100.00	1921
69,362	5.341	69,362	.94963	67.87	.....	170	102,204	1.123	99.70	1922
2,022	.....	2,022	.....	40.96	.....	.....	4,935	.....	100.00	1923
15,307	.....	15,307	.....	100.00	.....	.....	15,307	.....	100.00	1924
5,306	6.629	5,306	.11013	38.60	.....	20	13,748	.214	100.00	1928
1,760,829	1.411	1,766,389	2.74642	72.93	.....	5,407	2,422,358	1.770	95.19	1929
1,341	.....	1,341	.....	28.00	.....	.....	4,788	.....	100.00	1932
2,014	1.339	2,014	.67121	5.87	.....	.....	34,297	1.478	100.00	1934
45,348	.....	45,348	.....	77.98	.....	.....	58,153	.....	100.00	1935
20,223	7.161	20,223	.84191	51.03	737	1,897	39,635	1.035	100.00	1938

¹ Debit item.

GROUP X. TABLE III.—EARNINGS AND INCOME FOR
A.—Earnings from Operation—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100 × Col. 6 Col. 16
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
1939	San Diego, Pac. B. & La Jolla Ry.	9,716	1.682	409	3	10,133	1.24257	80.27
1940	San Fran. & N. Pac. Ry.....	373,279	2.030	17,698	16,452	410,701	1.54442	51.93
1942	San Pete Vy. Ry.....	5,007	.....	1,370	472	6,849	.....	48.02
1944	S. Fe, Prescott & Phoenix Ry.	113,658	4.463	9,428	6,647	131,557	1.98958	24.66
1945	Seashore R. R.....	8,354	.....	.....	.....	8,354	.....	79.64
1946	Seattle & Nn. Ry.....	6,817	4.778	1,719	148	8,684	.30679	21.52
1947	Seattle Warehouse & Term. Co.	.....	.....	.....	.....	.....	.....	.....
1949	Sierra Vys. Ry.....	2,042	8.723	821	270	3,141	.72036	39.02
1950	Silv. Cy. & Nn. R. R.....	663	.....	779	600	2,042	.....	10.30
1816	Sn. Pac. Co. ¹ [Pacific System.]	9,726,802	1.930	1,147,921	573,049	11,991,292	1.45097	37.21
1962	Spokane Falls & Nn. Ry....	130,807	4.517	7,200	5,585	144,728	1.73849	40.34
1963	Sumpter Vy. Ry.....	7,447	.....	1,443	266	9,156	.....	22.33
1964	Tacoma & L. Cy. R. R. & Nav. Co. ²	2,003	1.389	.....	.....	2,003	.08862	93.87
1604	Un. Pac. Ry.: ³	.....	.....	.....	.....	.....	.....	.....
1966	Echo & Park Cy. Ry.....	6,628	3.447	1,356	1,500	9,678	1.73429	11.73
1967	Oregon S. Line & Utah Nn. Ry.	1,048,985	2.776	281,964	106,486	1,460,710	1.46128	25.93
1969	Oregon Ry. & Nav. Co..	703,057	3.004	179,344	62,570	965,771	1.52047	25.73
1977	United Verde & Pac. Ry....	7,685	6.031	1,003	1,093	9,781	1.51321	9.47
1978	Utah Cent. Ry.....	31,689	4.852	1,529	3,024	36,584	5.10845	49.32
1980	Va. & Truckee R. R.....	48,946	4.397	5,440	4,448	59,389	1.23035	27.81
1981	Visalia R. R.....	6,577	.....	284	707	7,568	.....	48.63
1982	Visalia & Tulare R. R.....	7,492	.....	.....	.....	7,591	.30142	84.43
1984	Wash. & Col. Riv. Ry.....	21,396	3.914	6,418	2,842	31,032	.58928	14.51
1985	Yreka R. R.....	7,240	.....	459	613	8,312	2.88257	58.18

¹ See page 392, No. 1816, for totals covering entire road.

² Report for period, July 1, 1895 to May 8, 1896.

³ Inserted to show relation of three roads following.

THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Earnings from Operation—Continued.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+ 14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
<i>Dollars.</i>	<i>Cents.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dolls.</i>	<i>Per cent.</i>	
2,477	13.239	2,477	.10124	19.61	.....	15	12,625	.387	99.84	1939
367,257	4.496	367,257	3.13645	46.43	.....	13,000	790,958	2.065	100.00	1940
7,414	.....	7,414	.....	51.98	.....	.....	14,263	.....	100.00	1942
391,279	4.437	391,279	1.70632	73.30	.....	10,878	533,714	1.807	91.43	1944
2,135	.....	2,135	.....	20.36	.....	.....	10,489	.....	99.90	1945
16,919	7.143	16,919	.19925	41.93	.....	14,748	40,351	.356	100.70	1946
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1947
4,908	8.625	4,908	.37521	60.98	.....	.....	8,049	.462	100.00	1949
17,781	.....	17,781	.....	89.70	.....	.....	19,823	.....	100.00	1950
19,674,693	1.177	19,674,693	1.91752	61.06	.....	560,639	32,226,624	1.740	97.69	1816
214,072	2.261	214,072	3.51728	59.66	.....	.....	358,800	2.490	100.00	1962
30,523	.....	30,523	.....	74.46	.....	1,314	40,993	.....	100.00	1963
119	.....	119	.....	5.57	.....	12	2,134	.094	100.00	1964
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1604
72,129	3.020	72,129	4.37254	87.46	.....	665	82,472	3.736	100.00	1966
4,109,095	1.055	4,109,095	2.69211	72.95	35,666	27,255	5,632,726	2.230	98.57	1967
2,771,572	1.680	2,771,572	2.91771	73.85	.....	15,601	3,752,944	2.368	104.45	1969
91,872	7.461	91,872	4.73797	88.94	.....	1,642	103,295	3.995	100.00	1977
36,621	6.461	37,317	1.41810	50.33	257	.....	74,158	2.215	100.00	1978
153,646	6.998	153,646	4.29779	71.96	.....	491	213,526	2.541	100.00	1980
7,996	.....	7,996	.....	51.37	.....	.....	15,564	.....	100.00	1981
1,401	.....	1,401	.....	15.57	.....	.....	8,992	.357	100.00	1982
180,088	3.544	180,088	2.21500	84.18	.....	2,810	213,930	1.597	100.00	1984
5,974	.....	5,974	.69063	41.82	.....	.....	14,286	1.239	100.00	1985

TABLE III.—SUPPLEMENT.—EARNINGS AND INCOME
A.—Earnings from Operation.

[Showing totalized figures for certain

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		EARNINGS ARISING FROM PASSENGER SERVICE.						
		Passenger revenue.	Reve- nue per pas- senger per mile.	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Pas- senger earn- ings per train mile.	Propor- tion to total earn- ings. 100×Col.6 Col. 16
		Dollars.	Cents.	Dollars.	Dollars.	Dollars.	Dollars.	Per ct.
66	Canadian Pac. Ry. ¹	4,827,793	1.793	588,975	405,247	6,128,522	1.08119	29.85
171	Balt. & Ohio R. R. ²	5,315,944	1.774	727,305	613,368	6,763,035	.79458	28.24
741	Balt. & Ohio S. Wn. Ry. ³	1,676,120	1.712	405,137	179,000	2,309,041	.76221	35.75
328	Erie R. R. ⁴	2,861,095	1.641	218,847	290,565	3,435,397	.87004	22.19
459	N. Y., L. Erie & Wn. R. R. ⁵	2,457,801	1.502	138,676	204,436	2,847,882	.96195	23.60
789	Clev., Cin., Chic. & St. L. Ry. ⁶	4,035,326	1.969	489,515	358,467	4,883,308	1.01266	35.63
798	Peoria & En. Ry. ⁷	501,997	2.221	73,876	40,740	616,613	.88282	32.41
839	Ind., Dec. & Wn. Ry. ⁸	140,516	1.988	20,184	19,300	184,629	.62665	38.31
840	Ind., Ill. & Io. R. R. ⁹	44,404	2.523	21,185	2,400	68,418	.59920	8.70
912	Norf. & Wn. R. R. ¹⁰	1,551,732	2.276	188,051	133,786	1,873,569	.79912	17.26
964	T. Haute & Indpls. R. R. ¹¹	1,038,962	2.321	335,663	113,583	1,489,870	.84782	36.54
970	Tol. & Ohio Cent. Ry. ¹²							
971	Kanawha & Mich. Ry. ¹³	117,669	2.316	11,292	5,500	136,931	.48550	29.09
973	Tol., St. L. & Kans. Cy. R. R. ¹⁴	337,852	1.701	47,362	50,000	452,155	.62680	22.54
978	Wabash R. R. ¹⁵	3,239,977	2.038	456,097	313,856	4,086,569	.81410	31.73
1027	Ches. & Ohio Ry. ¹⁶	1,949,790	1.952	250,096	115,710	2,315,596	.91041	22.61
1100	Southern Ry. ¹⁷	5,287,913	2.113	934,052	377,334	6,702,656	1.01858	35.26
1218	Ill. Cent. R. R. ¹⁸	4,394,771	1.979	570,804	506,200	5,658,303	.85694	25.81
1240	Louisv. & Nashv. R. R. ¹⁹	4,630,509	2.187	661,439	431,011	5,837,732	1.05524	28.22
1276	Mobile & Ohio R. R. ²⁰	542,242	2.126	76,174	85,842	719,036	.65606	21.27
1349	Atch., Top. & S. Fe Ry. ²¹	4,363,489	2.177	755,399	753,381	5,978,282	.97286	28.18
1621	Atl. & Pac. R. R. ²²	854,214	2.208	145,158	156,076	1,167,218	.98073	30.85
1387	Chic., Burl. & Quin. R. R. ²³	5,696,724	2.196	1,352,506	739,467	7,949,355	1.09372	31.02
1415	Chic., Rock I. & Pac. Ry. ²⁴	4,271,601	2.108	548,668	409,200	5,350,366	.93804	31.79
1419	Chic., St. P., Minneap. & Om. Ry. ²⁵	1,757,177	2.490	212,674	157,767	2,175,496	1.13498	26.81
1442	Gt. Nn. Ry. ²⁶	2,151,295	2.592	396,225	163,029	2,863,422	1.12865	18.67
1508	Nn. Pac. R. R. ²⁷	3,680,102	2.721	602,708	243,547	4,658,642	1.36047	23.23
1604	Un. Pac. Ry. ²⁸	2,494,698	2.075	1,173,013	210,660	3,926,128	1.23949	27.88
1691	Mo., Kans. & Tex. Ry. ²⁹	2,071,407	2.306	327,281	197,330	2,596,018	.82783	23.52
1816	Sn. Pac. Co. ³⁰	10,506,313	1.920	1,222,451	628,269	12,945,621	1.46126	35.72

¹ Lies in Group I and outside the United States; see page 342, No. 66.² Lies in Groups II, III, and IV; see pages 346, 354, and 360, No. 171.³ Lies in Groups III and VI; see pages 354 and 370, No. 741.⁴ Report for seven months ending June 30, 1896. Reorganization of N. Y., L. Erie & Wn. R. R. Lies in Groups II and III; see pages 348 and 356, No. 328.⁵ Report of Receivers for five months ending November 30, 1895. Lies in Groups II and III; see pages 350 and 356, No. 459.⁶ Lies in Groups III and VI; see pages 354 and 372, No. 789.⁷ Lies in Groups III and VI; see pages 354 and 372, No. 798.⁸ Lies in Groups III and VI; see pages 356 and 374, No. 839.⁹ Lies in Groups III and VI; see pages 356 and 374, No. 840.¹⁰ Lies in Groups III and IV; see pages 358 and 360, No. 912.¹¹ Lies in Groups III and VI; see pages 358 and 376, No. 964.¹² Inserted to show relation of road following.¹³ Lies in Groups III and IV; see pages 358 and 362, No. 971.¹⁴ Lies in Groups III and VI; see pages 358 and 376, No. 973.¹⁵ Lies in Groups III and VI; see pages 358 and 376, No. 978.¹⁶ Lies in Groups IV and V; see pages 360 and 364, No. 1027.¹⁷ Lies in Groups IV and V; see pages 362 and 368, No. 1100.¹⁸ Lies in Groups V and VI; see pages 366 and 372, No. 1218.¹⁹ Lies in Groups V and VI; see pages 366 and 374, No. 1240.²⁰ Lies in Groups V and VI; see pages 368 and 374, No. 1276.²¹ Covers operations of Atch., Top. & S. Fe R. R. under Receivership, for six months ending December 31, 1895, and of Atch., Top. & S. Fe Ry. for six months ending June 30, 1896. Lies in Groups VI and VIII; see pages 370 and 380, No. 1349.²² Lies in Groups VIII and X; see pages 380 and 388, No. 1621.²³ Lies in Groups VI and VII; see pages 370 and 378, No. 1387.²⁴ Lies in Groups VI and VIII; see pages 372 and 380, No. 1415.²⁵ Lies in Groups VI and VII; see pages 372 and 378, No. 1419.²⁶ Lies in Groups VI, VII, and X; see pages 372, 378, and 388, No. 1442.²⁷ Lies in Groups VI, VII, and X; see pages 374, 378, and 388, No. 1508, 265.12 miles not in the United States.²⁸ Lies in Groups VII and VIII; see pages 378 and 382, No. 1604.²⁹ Lies in Groups VIII and IX; see pages 382 and 384, No. 1691.³⁰ Lies in Groups IX and X; see pages 384 and 390, No. 1816.

FOR THE YEAR ENDING JUNE 30, 1896.

A.—Earnings from Operation.

roads lying in more than one group.]

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			No.
Freight revenue.	Revenue per ton per mile.	Total freight earnings, including stock yards, elevators, and miscellaneous.	Freight earnings per train mile.	Proportion to total earnings. 100×Col. 11 Col. 16	Balance of car mileage and switching charges.	Telegraph, rents, and other sources.	Total earnings from operation. Cols. 6+11+ 14+15	Total earnings per train mile.	Proportion to total earnings and income. 100×Col. 16 Col. 25	
Dollars.	Cents.	Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dolls.	Per cent.	
13,192,405	.817	13,404,634	1.47192	65.29	.....	997,883	20,531,039	1.390	98.12	66
16,818,672	.590	17,181,747	1.36837	71.76	.....	.....	23,944,782	1.137	96.86	171
3,939,987	.668	3,939,987	1.27959	61.01	77,284	132,083	6,458,395	1.057	99.85	741
11,483,919	.606	11,550,982	1.38466	74.63	59,257	432,301	15,477,937	1.259	99.91	328
8,801,436	.529	8,918,097	1.42113	73.91	.....	300,198	12,066,177	1.306	98.94	459
8,576,700	.631	8,576,700	1.54386	62.59	.....	244,527	13,704,535	1.321	99.52	789
1,284,159	.606	1,284,159	1.34551	67.51	.....	1,553	1,902,325	1.151	100.00	798
297,057	1.063	297,375	1.85474	61.69	.....	.....	482,004	1.059	100.00	839
713,495	.880	713,495	1.77445	90.77	.....	4,159	786,072	1.523	99.99	840
8,894,880	.447	8,894,880	1.11708	81.95	.....	85,350	10,853,799	1.053	99.68	912
2,563,366	.822	2,563,366	1.30826	62.87	.....	24,297	4,077,533	1.097	100.00	964
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	970
320,869	.565	321,054	1.31903	68.19	.....	12,800	470,785	.896	99.72	971
1,553,601	.514	1,553,601	1.49957	77.46	.....	.....	2,005,756	1.141	100.00	973
.....										
8,480,552	.696	8,720,574	1.38119	67.71	.....	72,677	12,879,820	1.136	98.92	978
7,810,598	.425	7,810,598	1.37585	76.28	.....	113,180	10,239,374	1.246	97.60	1027
11,735,061	1.030	12,055,240	1.40451	63.41	10,447	243,082	19,011,425	1.254	99.02	1100
15,028,104	.745	15,057,205	1.35587	68.65	57,974	1,157,239	21,930,721	1.238	89.88	1218
14,540,475	.806	14,540,475	1.56284	70.28	185,086	125,026	20,688,319	1.394	93.39	1240
2,623,276	.771	2,623,276	1.36317	77.60	15,284	22,765	3,380,361	1.119	93.38	1276
14,612,058	1.028	14,725,026	1.30534	69.43	41,368	466,063	21,210,739	1.217	96.23	1349
2,591,775	.981	2,591,775	1.10387	68.51	.....	24,174	3,783,167	1.069	100.02	1621
16,761,226	.876	16,788,199	1.45449	65.54	465,886	415,013	25,618,453	1.362	91.93	1387
11,292,721	1.017	11,292,721	1.39271	66.31	.....	324,386	16,967,473	1.228	97.14	1415
5,888,094	1.127	5,896,253	1.92149	72.64	4,792	40,692	8,117,233	1.628	97.77	1419
.....										
12,170,276	1.019	12,180,801	2.48105	79.42	237,062	57,076	15,338,361	2.060	95.30	1442
14,951,214	1.135	14,966,474	2.18168	74.65	128,196	272,032	20,025,344	1.947	96.85	1508
9,561,093	.957	9,561,093	2.15457	67.89	136,362	459,765	14,083,348	1.852	98.54	1604
8,388,544	.991	8,388,544	1.47607	76.00	.....	52,425	11,036,987	1.252	100.00	1691
22,517,922	1.122	22,517,922	1.92693	62.14	.....	776,717	36,240,260	1.764	97.22	1816

TABLE III.

EARNINGS AND INCOME

FOR

THE YEAR ENDING JUNE 30, 1896.

B.—INCOME FROM PROPERTY OWNED BUT NOT OPERATED.

THE STATE

OF NEW YORK

IN SENATE

JANUARY 1881

EXPLANATORY NOTE.

The statistics in this table were compiled on the basis of territorial grouping. With a few exceptions, which are explained by footnotes, the roads appearing in this table are those filing annual reports in season for use in all tabulations. The "Supplement," pages 434 and 435, contains totalized figures for certain roads lying in more than one group. For some of these roads the group assignment of income from "Stocks," "Bonds," and "Miscellaneous" was made in this office on the basis of the percentage proportion of "Income from other sources" of such roads for the different territorial groups in which they are located.

The rents received for lease of road, shown in column 20 of this table, do not include "Rents from tracks, yards, and terminals," which are included in "Other earnings," Table III-A, column 15.

TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896.

B.—Income from Property Owned but not Operated.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
	Total—Railways in the United States.	91,916,969	12,452,693	9,560,876	129,024,731	10.08	1,279,194,107
	Group I.....	9,168,873	863,704	257,001	11,129,217	11.19	99,441,037
	Group II.....	34,033,662	4,268,456	3,244,153	45,138,311	13.45	335,587,005
	Group III.....	13,045,557	2,261,457	451,350	17,560,433	9.08	193,381,637
	Group IV.....	2,506,728	116,567	108,315	3,520,371	7.24	48,650,692
	Group V.....	6,299,488	608,371	652,571	9,544,825	10.19	93,663,777
	Group VI.....	9,658,912	3,041,792	3,297,145	18,277,599	7.25	252,070,591
	Group VII.....	1,194,266	607,292	324,897	2,486,833	6.23	39,925,191
	Group VIII.....	2,856,649	414,817	753,582	5,475,255	5.65	96,905,612
	Group IX.....	1,296,554		239,181	2,019,053	4.54	44,518,270
	Group X.....	11,856,280	270,237	232,681	13,872,834	18.48	75,050,295
	GROUP I.						
	Total—Group I.....	9,168,873	863,704	257,001	11,129,217	11.19	99,441,037
1	Bang. & Aroostook R. R.....						699,662
2	Bang. & Piscataq. R. R.....	73,850			73,850	100.00	73,850
6	Benningt. & Rutl. Ry.....						241,013
7	Boston & Alb. R. R.....						9,350,632
8	N. Brookf. R. R.....	3,000			3,113	100.00	3,113
9	Pittsf. & N. Adams R. R.....	22,500			22,500	100.00	22,500
10	Prov., Web. & Springf. R. R.....	6,160			6,160	100.00	6,160
11	Ware Riv. R. R.....	52,500			52,500	100.00	52,500
12	Boston & Me. R. R. ¹		198,606	2,500	595,207	2.82	21,094,975
13	Boston & Lowell R. R.....	824,847			824,847	100.00	824,847
14	Cent. Mass. R. R.....	147,079			148,814	100.00	148,814
15	Conn. & Pass. Rivs. R. R.....	204,000			204,049	100.00	204,049
16	Nash. & Lowell R. R.....	73,000		5,000	80,634	100.00	80,634
17	Peterborough R. R.....	15,700			15,789	100.00	15,789
21	Stony Brk. R. R.....	21,500			21,500	100.00	21,500
22	Wilton R. R.....	20,400			20,400	100.00	20,400
23	Conc. & Montreal R. R.....	708,350			708,350	100.00	708,350
24	Conc. & Ports. R. R.....	25,000			25,000	100.00	25,000
25	Frank. & Tilton R. R.....				260	100.00	260
29	Nash., Acton & Boston R. R.....						
30	New Boston R. R.....	2,800			2,800	100.00	2,800
31	Pemigewasset Vy. R. R.....	32,556			32,556	100.00	32,556
33	Suncook Vy. R. R.....	14,700			14,709	100.00	14,709
37	Conn. Riv. R. R.....	351,600			351,600	100.00	351,600
38	Danvers R. R.....						
39	En. R. R. in N. H.....	22,500	14		22,614	100.00	22,614
40	Ports. & Dover R. R.....	46,140			46,291	100.00	46,291
41	Kennebunk & Kport. R. R.....	2,925			2,925	100.00	2,925
42	Lowell & And. R. R.....	52,500			52,500	100.00	52,500
44	Manch. & Law. R. R.....	102,000	2,240		104,626	100.00	104,626
45	Newburyport R. R.....						
46	Portl., Saco & Ports. R. R.....	90,000			90,121	100.00	90,121
47	Worc., Nash. & Roch. R. R.....	250,000			250,000	100.00	250,000
48	Me. Cent. R. R. ²		15,446	35	26,560	.53	5,037,179
49	Belfast & Mooseh. L. R. R.....	36,000			36,000	100.00	36,000
50	Dexter & Newpt. R. R.....	18,000			18,000	100.00	18,000
51	Dexter & Piscataq. R. R.....	13,350			13,350	100.00	13,350
52	En. Me. Ry.....	9,500			9,500	100.00	9,500
53	European & N. Amer. Ry.....	165,500	265		165,765	100.00	165,765
54	Knox & Linc. Ry.....	78,990			78,990	100.00	78,990
55	Portl. & Ogdensb. Ry.....	202,301			202,301	100.00	202,301
56	Upper Coos R. R.....	66,685			66,685	100.00	66,685

¹ Figures cover whole line, 1,716.76 miles; 40.17 miles not in United States.² Figures cover whole line, 813.76 miles; 52.34 miles not in United States.

GROUP I. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
	Boston & Me. R. R.—Contd.						
57	Portl. & Roch. R. R.				2,128	.80	265,425
58	St. J. & L. Cham. R. R.				¹ 3,362	.94	359,259
59	Vt. Vy. R. R. of 1871		40,000		41,078	16.08	255,482
60	Sullivan Co. R. R.				400	.18	225,853
61	York Harb. & B. R. R.				911	2.39	38,089
63	Bridgton & Saco Riv. R. R.				304	1.02	29,819
64	Bristol R. R.		100		148	1.14	12,962
66	Canadian Pac. Ry. ²						361,071
	[Line in Maine.]						
70	Montreal & Atl. Ry. ³						517,467
71	Newpt. & Richf. R. R.	18,000			18,000	100.00	18,000
73	Cent. Vt. R. R.			14,200	49,130	1.12	4,391,628
74	Burl. & Lamoille Vy. R. R.	10,100			10,100	100.00	10,100
75	Consol. R. R. of Vt.	350,000			350,000	100.00	350,000
78	New London Nn. R. R.	211,000			211,774	100.00	211,774
80	Clarendon & Pittsf. R. R.						28,689
81	Pittsf. & Rutl. R. R.						
82	Fitchburg R. R.						7,606,765
83	Troy & Benningt. R. R.	15,400			15,400	100.00	15,400
84	Vt. & Mass. R. R.	244,580			244,580	100.00	244,580
85	Frank. & Megantic R. R.						12,679
86	Kingf. & Dead Riv. R. R.	3,246			3,246	100.00	3,246
87	Georges Vy. R. R.						11,538
88	Grafton & Upton R. R.				130	.24	53,449
89	Gr. Trunk Ry. ⁴						
90	Atl. & St. Law. R. R.				2,600	.26	993,812
91	Norway Brh. R. R.						
92	Lewiston & Aub. Ry.				1,078	2.91	37,101
93	Hoosac Tun. & Wilm. R. R.				659	1.16	56,810
94	Kennebec Cent. R. R.						13,251
95	Lime Rock R. R.				4,254	5.58	76,202
97	Mer., Waterb. & Conn. Riv. R. R. ⁵						
98	Monson R. R.				19	.26	7,277
99	Montp. & Wells Riv. R. R.				7,774	5.44	142,863
100	Barre Brh. R. R.	4,800			4,800	100.00	4,800
101	Moshassuck Vy. R. R.						28,523
104	Narragansett Pier R. R.				1,743	2.92	59,719
106	New England R. R. ⁶				19,582	.40	4,871,201
107	Milf. & Woonsocket R. R.	6,075			6,075	100.00	6,075
108	Milf., Frank. & Prov. R. R.	4,050			4,050	100.00	4,050
109	Norwich & Wore. R. R.	245,536			247,104	100.00	247,104
110	Prov. & Springf. R. R.	68,547			68,547	100.00	68,547
111	R. I. & Mass. R. R. in Mass.	10,000			10,000	100.00	10,000
112	R. I. & Mass. R. R. of R. I.	10,000			10,003	100.00	10,003
113	Rockville R. R. ⁷	4,112			4,112	100.00	4,112
114	Woonsocket & Pascoag R. R.	15,000			15,000	100.00	15,000
110	N. Y. & New Eng. R. R. ⁸				¹ 854	.08	1,095,741
115	N. Y., New Hav. & Hartf. R. R.		⁹ 602,627	230,750	855,686	2.74	31,201,316
116	Berkshire R. R.	36,250	396		36,646	100.00	36,646
117	Boston & N. Y. Air Line R. R.	146,690	1,636	391	149,787	100.00	149,787
118	Colchester Ry.	1,750			1,750	100.00	1,750

¹ Debit item.

² Figures cover Internat. Ry. of Me., Aroostook Riv. R. R., and Houlton Brh. R. R., which constitute the "Line in Maine" of Canadian Pac. Ry. See page 434, No. 66, for totals covering entire road.

³ Figures cover whole line, 221.70 miles; 200.70 miles not in United States.

⁴ Files no report; inserted to show relation of three roads following.

⁵ Report for period, July 1, 1895 to May 30, 1896.

⁶ Report for ten months ending June 30, 1896. Reorganization of N. Y. & New Eng. R. R.

⁷ Report for the year ending September 30, 1896.

⁸ Report for two months ending August 31, 1895. Reorganized as New England R. R.

⁹ Includes \$396,945, "dividends on stocks leased."

400 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP I. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

	19	20	21	22	23	24	25
No.	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
	N. Y., New Hav. & Hartf. R. R.—Continued.						
119	Chatham R. R.	2,733			2,878	100.00	2,878
120	Danb. & Norwalk R. R.	63,500			63,500	100.00	63,500
121	Harlem Riv. & Port Chester R. R.	170,000			170,000	100.00	170,000
122	Housatonic R. R.	177,758			177,758	100.00	177,758
123	Naugatuck R. R.	206,000			206,000	100.00	206,000
124	New Hav. & Derby R. R.	91,180			91,180	100.00	91,180
125	New Hav. & Northamp. Co. .	358,024	860		358,884	100.00	358,884
126	Holyoke & Westf. R. R.	35,124			35,124	100.00	35,124
127	Old Colony R. R.	1,768,966			1,768,966	100.00	1,768,966
128	Boston & Prov. R. R.	489,800	400		490,200	100.00	490,200
129	Attleb. Brh. R. R.	9,219			9,219	100.00	9,219
130	Fall Riv. R. R.	10,883			10,883	100.00	10,883
132	Plymouth & Middleb. R. R.	11,250			11,250	100.00	11,250
133	Prov., War. & Bristol R. R.	23,395			23,395	100.00	23,395
135	Prov. & Wore. R. R.	446,000			447,274	100.00	447,274
136	Shore Line Ry.	100,000			100,000	100.00	100,000
137	Stockbridge & Pittsf. R. R. .	27,172	204		27,376	100.00	27,376
138	W. Stockbridge R. R.	1,800			1,800	100.00	1,800
139	Shepaug, Litchf. & Nn. R. R.				711	.90	79,063
140	Phillips & Rangeley R. R.				9	.03	32,510
141	Portl. & Rumf. Falls Ry.			1,625	3,724	1.76	211,906
144	Rockport R. R.						7,310
146	Rutland R. R.				¹ 324,649	73.54	¹ 441,465
147	Addison R. R.	15,000			15,000	100.00	15,000
148	St. Croix & Penobscot R. R. ²				513	1.76	29,166
149	Sandy Riv. R. R.			2,500	2,500	4.98	50,154
151	Sebasticook & Mooseh. R. R. .						6,448
152	Somerset Ry.						84,282
153	S. Manch. R. R.						11,031
154	Un. Freight R. R.		910		1,124	1.50	74,699
156	Wood Riv. Brh. R. R.				52	.40	13,112
157	Woodstock Ry.						31,679

¹ Includes "Net income" from lease of road from July 1, 1895 to May 8, 1896.² Figures cover whole line, 21.00 miles; 4.75 miles not in United States.

GROUP II. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19 Abbreviated name of road.	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
	Total—Group II	34, 033, 662	4, 268, 456	3, 244, 153	45, 138, 311	13. 45	335, 587, 005
160	Addison & Pa. Ry.....				6, 437	10. 47	61, 466
161	N. Y. & N. Pa. R. R.....				2, 472	35. 78	6, 909
162	Allegh. & Kinzua R. R.....						16, 885
163	Altoona & Philipsb. Con. R. R.....						20, 612
165	Annap., Wash. & Balt. R. R.....						59, 846
166	Bachman Vy. R. R.....						605
167	Balt. & Annap. S. Line R. R.....						86, 457
168	Balt. & Del. Bay R. R.....						24, 897
170	Balt. & Lehigh Ry.....						131, 479
171	Balt. & Ohio R. R. ¹		331, 616	29, 141	641, 857	3. 49	18, 381, 021
	[Line east of Ohio Riv.]						
173	Balt. & Phila. R. R.....	126, 359			126, 359	100. 00	126, 359
174	Balt. Belt R. R.....	268, 403			268, 403	100. 00	268, 403
175	Confluence & Oakl. R. R.....	4, 304			4, 304	100. 00	4, 304
176	Fairmt., Morg. & Pittsb. R. R.....	69, 064			69, 064	100. 00	69, 064
179	Metropolitan Sn. R. R.....						
180	Ohio & Balt. S. Line. Ry.(En. Div.)	² 4, 049			² 4, 049	100. 00	² 4, 019
181	Parkersburg Brh. R. R.....	150, 010			150, 010	100. 00	150, 010
182	Pittsb. & Connellsv. R. R.....	751, 431	17, 838	1, 215	771, 482	100. 00	771, 482
183	Berlin R. R.....	² 4, 512			² 4, 512	100. 00	² 4, 512
185	Mt. Pleas. & Broad F. R. R.....	8, 123			8, 123	100. 00	8, 123
186	Somerset & Cambria R. R.....	39, 624			39, 624	100. 00	39, 624
187	Schuyl. Riv. E. Side R. R.....	299, 532			299, 532	100. 00	299, 532
188	S. Brh. R. R. (of W. Va.).....	² 5, 608			² 5, 608	100. 00	² 5, 608
190	Wash. Co. R. R.....	² 6, 277			² 6, 277	100. 00	² 6, 277
191	Wheel., Pittsb. & Balt. R. R.....	² 1, 216			² 1, 216	100. 00	² 1, 216
193	Bay Ridge & Annap. R. R.....						2, 996
194	Berkeley Spgs. & Pot. R. R.....						4, 943
195	Salisbury R. R.....						53, 744
196	Sharpsville R. R.....				2	. 01	24, 547
198	Bang. & Portl. Ry.....				424	. 39	146, 616
199	Easton & Nn. R. R.....	3, 893			5, 893	100. 00	3, 893
200	Barclay R. R.....				4, 919	12. 06	40, 803
201	Bare Rock R. R.....						2, 015
202	Bath & Hammondspt. R. R.....						35, 298
205	Bloomsb. & Sullivan R. R.....						58, 667
206	Bradf. & Wn. Pa. R. R.....						6, 689
207	Bradf., Bord. & Kinzua Ry.....						55, 476
210	Brownstone & Middlet. R. R.....						7, 343
212	Buff. & Susq. R. R.....						487, 844
	{ Wellsv., Couderspt. & Pine						13, 728
	{ Ck. R. R. ³						
213	{ Wellsv., Couderspt. & Pine	4, 125			4, 125	100. 00	4, 125
	{ Ck. R. R. ⁴						
214	Buff., Attica & Arcade R. R.....						14, 580
216	Buff., Roch. & Pittsb. Ry.....				37, 889	1. 24	3, 061, 962
217	Clearf. & Mahon. Ry.....	71, 500			71, 500	100. 00	71, 500
218	Johnsonb. & Bradf. R. R.....						
	{ Mahon. Vy. R. R. ⁵	2, 500			2, 500	100. 00	2, 500
220	{ Mahon. Vy. R. R. ⁶						35, 117
222	Cammal & Black Forest Ry.....						22, 192
223	Catasauqua & Fogelsv. R. R.....				736	. 97	76, 124
224	Cats. Mtn. Ry.....						56, 986
225	Cairo R. R.....	2, 944			2, 944	100. 00	2, 944

¹ Group figures assigned by this Office. See page 434, No. 171, for totals covering entire road.

² Debit item.

³ Operating report for six months ending December 31, 1895.

⁴ Financial report for six months ending June 30, 1896.

⁵ Financial report for two months ending June 30, 1896.

⁶ Operating report for ten months ending April 30, 1896.

402 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP II. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars	Per cent.	Dollars.
226	Cent. N. Y. & Wn R. R.....						70,738
227	Cent. Pa. & Wn. R. R.....						22,034
228	Cent. R. R. of N. J.....		246,250	509,482	984,963	6.82	14,440,848
229	Beaver Meadow, Tresckow & New Boston R. R.....						
241	Lehigh & Lack. R. R.....	18,000			18,000	100.00	18,000
242	Wind Gap & Del. R. R.....	(¹)					
243	Lehigh & Susq. R. R.....	1,491,239			1,491,239	100.00	1,491,239
244	Tresckow R. R.....	(²)					
251	Nesquehoning Vy. R. R.....	79,590			79,590	100.00	79,590
253	N. Y. & Long Brh. R. R.....	228,100			228,100	100.00	228,100
255	Ogden Mine R. R.....	23,000	100		23,122	100.00	23,122
263	Wilkesb. & Scrn. Ry.....	50,380			50,380	100.00	50,380
264	Cent. R. R. of Pa.....						51,970
73	Cent. Vt. R. R.: ³						
265	Ogdensb. & L. Cham. R. R...	222,880			222,880	100.00	222,880
266	Sar. & St. Law. R. R.....	5,000			5,000	100.00	5,000
267	Chambersb. & Gettysb. R. R...				7,725	88.26	8,752
268	Chateaugay R. R.....						96,474
269	Chateaugay Ry.....	12,000			12,000	100.00	12,000
271	Clarion Riv. Ry.....						34,410
272	Clove Brh. R. R.....						5,132
273	Con. Term. R. R.....						138,079
274	Cooperst. & Charl. Vy. R. R...						57,852
275	Cooperst. & Susq. Vy. R. R...	9,908			9,908	100.00	9,908
276	Cornwall R. R.....						65,668
277	Cornwall & Leb. R. R.....						272,960
278	Couderspt. & Port Alleg. R. R...						59,941
280	Cumb. & Pa. R. R.....				514	.11	485,912
281	Dansv. & Mt. Mor. R. R.....						16,612
282	Del. & Hud. Canal Co.....				9,545	.10	10,077,921
283	Alb. & Susq. R. R.....	967,316			967,316	100.00	967,316
288	Renss. & Sar. R. R.....	941,000		2,080	943,880	100.00	943,880
289	Alb. & Vt. R. R.....	20,000			20,000	100.00	20,000
290	Glens Falls R. R.....	700			700	100.00	700
291	Rutl. & Whiteh. R. R.....	15,492			15,492	100.00	15,492
292	Sar. & Schen. R. R.....	31,750		200	31,950	100.00	31,950
293	Ticonderoga R. R.....	4,300			4,300	100.00	4,300
294	Adirondack Ry.....				7,204	3.65	197,449
295	Del., Lack. & Wn. R. R.....		254,742	270,430	557,341	2.56	21,729,493
296	Cayuga & Susq. R. R.....	54,600			54,600	100.00	54,600
297	Greene R. R.....	26,000			26,000	100.00	26,000
298	Mor. & Essex R. R.....	2,711,430			2,711,430	100.00	2,711,430
299	Chester R. R.....	4,000			4,000	100.00	4,000
300	Mor. & Essex Ex. R. R.....	8,840			8,840	100.00	8,840
301	Newk. & Bloomf. R. R.....	6,231			6,231	100.00	6,231
302	N. Y., Lack. & Wn. Ry.....	1,670,000			1,670,000	100.00	1,670,000
303	Oswego & Syr. R. R.....	182,896			182,896	100.00	182,896
304	Passaic & Del. R. R.....	5,553			5,553	100.00	5,553
305	Passaic & Del. Ex. R. R.....	4,000			4,000	100.00	4,000
306	Syr. & Baldwinsv. Ry. ⁴						
307	Utica, Chen. & Susq. Vy. Ry...	240,000			240,000	100.00	240,000
308	Valley R. R. (of N. Y.).....	57,500			57,500	100.00	57,500
309	Warren R. R.....	220,500			220,500	100.00	220,500
310	Han. & Newpt. R. R.....						2,439
311	Hopatcong R. R.....						546
312	Lack. & Montrose R. R.....				3	.02	13,341
313	Sussex R. R.....						144,888
314	Syr., Bing. & N. Y. R. R.....						896,594
315	Del. Riv. R. R.....						52,977
317	Del., Susq. & Schuyl. R. R.....				40	.03	1,218,453

¹ Included in report of Lehigh & Lack. R. R.² Included in report of Lehigh & Susq. R. R.³ Inserted to show relation of two roads following.⁴ Road not in operation.

GROUP II. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
322	E. Broad Top R. R. & Coal Co.				609	.79	77, 147
326	Emmitsburg R. R.						7, 722
327	Emp. & Rich Vy. R. R.						16, 513
328	Erie R. R. ¹		11, 648	1, 601	13, 334	.12	11, 472, 476
	[Line east of Salamanca, N. Y.]						
330	Avon, Geneseo & Mt. Mor. R. R.	8, 538			8, 538	100.00	8, 538
340	Goshen & Deckert Ry.	19, 035			19, 035	100.00	19, 035
344	Montg. & Erie Ry.	16, 000			16, 000	100.00	16, 000
347	N. Y. & Greenwood L. Ry. ²						353, 551
353	Nn. R. R. of N. J.	118, 241			118, 758	100.00	118, 758
354	Nyack & Nn. R. R.	9, 000			9, 000	100.00	9, 000
355	Pat. & Hud. Riv. R. R.	48, 400			53, 400	100.00	53, 400
356	Pat. & Ramapo R. R. ³	30, 000			30, 000	100.00	30, 000
357	Un. R. R. (of N. Y.) ⁴						
359	Roch. & Genesee Vy. R. R.	34, 012			34, 012	100.00	34, 012
362	Tioga R. R. ⁵						121, 247
364	N. J. & N. Y. R. R.						332, 847
368	Erie & Wyo. Vy. R. R.				52, 291	6.89	759, 546
369	Fall Brk. Ry.				49, 644	2.01	2, 464, 642
370	Pine Ck. Ry.	296, 275			298, 265	100.00	298, 265
371	Syr., Geneva & Corng. R. R.	234, 810			235, 596	100.00	235, 596
372	Falls Ck. R. R.						7, 727
373	Fonda, Johnst. & Glov. R. R.				199	.07	290, 112
378	Genesee & Wyo. Vy. Ry.						19, 369
379	George's Ck. & Cumb. R. R.			2, 660	2, 660	.61	439, 460
89	Grand Trunk Ry. ⁶						
380	U. S. & Can. R. R.						12, 064
381	Grays Run R. R.						4, 180
383	Greenlick Ry.				250	100.00	250
384	Greenwich & Johnsonv. Ry.						44, 182
388	Hunters Run & Slate Belt R. R.						7, 881
389	Hunt. & Broad Top Mtn. R. R. & Coal Co.						648, 476
390	Ironton R. R.				1, 972	545	36, 163
391	Island R. R. ⁷	6, 685			6, 685	100.00	30, 243 6, 685
393	Kanona & Prattsb. R. R.						20, 952
394	Keesev., Au Sable Chasm & L. Cham. R. R.				1, 195	6.88	17, 360
395	Ketner, St. Mary's & Shawmut R. R.						8, 972
396	Keystone R. R.						12, 594
362	Kinderhook & Hud. Ry. Co. ⁸				597	2.62	22, 768
399	Kishacoquillas Vy. R. R.						9, 079
400	L. Cham. & Moriah R. R.				172	.34	51, 236
401	Lanc. & Read. N. G. R. R.						43, 219
402	Lanc., Oxf. & Sn. R. R.						14, 024
403	Lebanon Spgs. R. R.				111	.18	62, 711
404	Lehigh & Hud. Riv. Ry.						353, 065
406	Orange Co. R. R.						38, 484
407	Lehigh & Pavilion R. R. ⁹						

¹ Report for seven months ending June 30, 1896. Reorganization of N. Y., L. Erie & Wn. R. R. See page 434, No. 328, for totals covering entire road. ² Report for ten months ending April 30, 1896.

³ Includes rent of Union R. R. (of N. Y.).

⁴ Has no income or expenditures.

⁵ Report for five months ending November 30, 1895.

⁶ Files no report; inserted to show relation of road following.

⁷ Operating report for nine months ending March 31, 1896. Financial report for three months ending June 30, 1896.

⁸ Report for eight months ending February 29, 1896. Reorganized as Kinderhook & Hud. Ry.

⁹ Road not in operation.

GROUP II. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
408	Lehigh Vy. R. R.		109, 112	417, 029	849, 319	4. 37	19, 409, 915
409	Buff. Ck. R. R.	44, 900			44, 900	100. 00	44, 900
410	Canastota Nn. R. R.	18, 000			18, 000	100. 00	18, 000
411	Easton & Amb. R. R.	300, 000			300, 000	100. 00	300, 000
412	Lehigh Vy. Term Ry.	500, 000			500, 000	100. 00	500, 000
413	Perth Amb. & Raritan Ry.						
414	Pittstown Brh Ry.						
415	Elm., Cort. & Nn. R. R.	53, 750			53, 750	100. 00	¹ 223, 847 ² 53, 750
416	Lehigh & New Eng. R. R.	16, 188			17, 289	100. 00	17, 289
418	Lehigh & N. Y. R. R. ³	40, 000			40, 000	100. 00	40, 000
419	Lehigh Vy. Ry.	675, 000			675, 000	100. 00	675, 000
420	Hayt's Cor., Ovid & Wil. R. R.						
421	Loyalsock R. R.						
422	Middlesex Vy. R. R.	9, 375			9, 375	100. 00	⁴ 20, 502 ⁵ 9, 375
423	Pa. & N. Y. Canal & R. R. Co.	530, 000			530, 000	100. 00	530, 000
424	Wav. & State Line R. R.	600			600	100. 00	600
425	Roch. Sn. R. R.	(⁶)					
426	Schuyl. & Lehigh Vy. R. R.	100, 000			100, 000	100. 00	100, 000
427	State Line & Sullivan R. R.	40, 000			40, 000	100. 00	40, 000
428	Wilkes B. & Harveys L. R. R.						
429	Ligonier Vy. R. R.						50, 431
431	Little Falls & Dolgev. R. R.						51, 131
432	Little Saw Mill Run R. R.						50, 344
433	Livonia & L. Conesus R. R. ⁷ ..						7, 220
434	Long I. R. R. ⁸ ..						
440	N. Y. Bklyn. & Manh. B. Ry.	127, 925			127, 925	100. 00	127, 925
447	Manahawkin & Long B. Transp. Co.						5, 430
450	McKeespt. Con. R. R.						42, 623
451	Medix Run R. R.						2, 456
455	Monongahela Con. R. R.						182, 932
456	Monongahela Riv. R. R.						207, 687
457	Montour R. R.						41, 041
458	Montrose Ry.				20	. 08	24, 382
460	Mt. Hope Minl. R. R.		400		400	2. 08	19, 225
461	Mt. Jew. & Smethpt. R. R.				64	. 44	14, 483
462	Mt. Jew., Kinzua & Riterv. R. R.						50, 314
463	Kinzua Hemlock R. R.	5, 388			5, 388	100. 00	5, 388
464	Mt. McGregor R. R.						3, 978
465	Mt. Penn Gravity R. R.						14, 869
466	National Docks Ry.				⁹ 2, 691	. 11	245, 158
467	New Hav. & Dunbar R. R.						16, 947
470	N. Y. Cent. & Hud. Riv. R. R.		249, 078	182, 490	665, 128	1. 47	45, 144, 968
471	Amst., Chucta. & Nn. R. R.						
472	Carth & Adirondack Ry.	44, 000			44, 000	100. 00	44, 000
473	Gouverneur & Oswegatchie R. R.	15, 000			15, 000	100. 00	15, 000
474	Mohawk & Malone R. R.	178, 000			178, 000	100. 00	178, 000
475	N. J. Jctn. R. R.	68, 000			68, 000	100. 00	68, 000
476	N. Y. & Harlem R. R.	1, 640, 000			1, 640, 000	100. 00	1, 640, 000
477	N. Y. & Putnam R. R.	221, 000			221, 000	100. 00	221, 000
478	Mahopac Falls R. R.						

¹ Operating report for six months ending December 31, 1895.² Financial report for six months ending June 30, 1896.³ Report for period, August 24, 1895 to June 30, 1896.⁴ Operating report for five months ending November 30, 1895.⁵ Financial report for seven months ending June 30, 1896.⁶ Included in report of Lehigh Vy. R. R.⁷ Report for five months ending June 30, 1896.⁸ Report not filed; inserted to show relation of road following.⁹ Debit item.

GROUP II. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19 Abbreviated name of road.	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
479	N. Y. Cent. & Hud. River R. R.—Continued.						
480	N. Y. Cent. Niag. Riv. R. R.	1,093,788			1,093,788	100.00	1,093,788
482	Rome, Watert. & Ogdensb. R. R.						
483	Niag. Falls Brh. R. R.	17,500			17,500	100.00	17,500
484	Oswego & Rome R. R.	44,500			44,500	100.00	44,500
485	Utica & Black Riv. R. R.	244,110			244,110	100.00	244,110
486	Carth., Watert. & Sack. Harb. R. R.	37,421			43,037	100.00	43,037
487	Spuy. Duy. & Port Mor. R. R.	79,120			79,120	100.00	79,120
488	Tivoli Hollow R. R.						
489	Troy & Greenbush R. R.	19,250	280		19,530	100.00	19,530
490	Troy Un. R. R.						
491	W. Shore R. R.	2,000,000			2,000,000	100.00	2,000,000
492	Beech Ck. R. R.						1,375,939
493	Buff. Erie Basin R. R. ²						
494	St. Law. & Adirondack Ry. ³				32,000	21.55	148,482
495	Wallkill Vy. R. R.						180,411
496	N. Y., L. Erie & Wn. R. R.		11,449	105,390	129,174	1.41	9,187,871
497	[Line east of Salamanca, N. Y.] ⁴						
498	N. Y., Ont. & Wn. Ry.			81,465	81,465	2.11	3,860,801
499	Ont., Carb. & Scran. Ry.	102,552			102,552	100.00	102,552
500	Rome & Clinton R. R.	22,375			22,375	100.00	22,375
501	Utica, Clinton & Bing. R. R.	76,500			76,500	100.00	76,500
502	Wharton Vy. Ry.	3,750			3,750	100.00	3,750
503	N. Y., Phila. & Norf. R. R.						941,253
504	N. Y., Susq. & Wn. R. R.			33,951	56,083	3.12	1,799,794
505	Wilkesb. & En. R. R.				1,803	.47	380,017
506	Newb., Dutch. & Conn. R. R.				243	.16	155,670
507	Newpt. & Shermans Vy. R. R.						22,063
508	Niag. Jctn. Ry.				115	.92	12,439
509	Nn. N. Y. R. R.						88,230
510	Oil Cy. & Ridg. Ry. & Min. Co. ⁶						
511	Olean, Oswayo & En. R. R.						12,206
512	Oregon & Tex. Ry.						3,138
513	Owasco Riv. Ry.						10,365
514	Pennsylvania Co.: ⁷						
515	Waynesb. & Wash. R. R.						68,599
516	Pennsylvania R. R.		2,269,746	1,427,866	4,551,615	6.53	69,636,434
517	Bald Eagle Vy. R. R.	169,455			176,058	100.00	176,058
518	Bedford & Bridgpt. Ry.	103,627			103,627	100.00	103,627
519	Bustleton R. R.	9,254			9,254	100.00	9,254
520	Cambria & Clearf. R. R.	126,807			126,807	100.00	126,807
521	Col. & Port Deposit Ry.	115,064			115,064	100.00	115,064
522	Cols., Kink. & Springf. R. R.	773			773	100.00	773
523	Cresson & Irvona R. R.	6,546			6,546	100.00	6,546
524	Del. Riv. R. R. & Brg. Co. ⁹	2,103			2,050	100.00	2,050
525	Downingt. & Lanc. R. R.	5,482			5,482	100.00	5,482
526	Ebensb. & Black Lick R. R.	1,917			1,917	100.00	1,917
527	Engelside R. R.						
528	Fair H. R. R. ¹⁰	866			1,008	100.00	1,008

¹ No income received. All payments made directly to stockholders and bondholders by N. Y. Cent. & Hud. Riv. R. R. Co., lessee.

² Operated by N. Y. Cent. & Hud. Riv. R. R. as a transfer.

³ Figures cover whole line, 77.80 miles; 67.60 miles not in United States.

⁴ Report of Receivers for five months ending November 30, 1895. Reorganized as Erie R. R. See page 434, No. 459, for totals covering entire road.

⁵ Includes \$15,000, income from street railway.

⁷ Inserted to show relation of road following.

⁹ Report for period, April 19 to June 30, 1896.

⁶ Road not in operation.

⁸ Debit item.

¹⁰ Report for five months ending June 30, 1896.

406 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP II. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19 Abbreviated name of road.	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
	Pennsylvania R. R.—Contd.						
532	Freeh. & Jamesb. Agricul. R. R.	45,177			45,177	100.00	45,177
533	Fred. & Pa. Line R. R.	¹ 4,323			¹ 4,323	100.00	¹ 4,323
534	Han. & York R. R.	7,882			7,882	100.00	7,882
535	Harrisb., Ports., Mt. Joy & Lanc. R. R.	122,830	3,902		126,732	100.00	126,732
536	Johnsonburg R. R.	26,018			26,018	100.00	26,018
537	Kensington & Tacony R. R.	14,372			14,372	100.00	14,372
538	Lewisb. & Tyrone R. R.	515			515	100.00	515
539	Mifflin & Centre Co. R. R.	20,478			20,478	100.00	20,478
540	Millst. & New Bruns. R. R.	¹ 4,543			¹ 4,543	100.00	¹ 4,543
541	Nescopee R. R.	2,498			2,498	100.00	2,498
542	N. Y. Bay R. R. ²						
543	N. & W. Brh. Ry.	205,811			218,532	100.00	218,532
544	Pa. Schuyl. Vy. R. R.	270,614			270,614	100.00	270,614
545	Perth Amb. & Woodbrg R. R.	29,622			29,622	100.00	29,622
546	Phila. & B. Hav. R. R.	¹ 11,589			¹ 11,589	100.00	¹ 11,589
547	Phila. & Erie R. R.	1,255,103			1,255,721	100.00	1,255,721
548	Phila. & L. Brh. R. R.	¹ 16,460			¹ 16,460	100.00	¹ 16,460
549	Phila., Germant. & Chest. H. R. R.	19,821			19,821	100.00	19,821
550	Pittsb., Va. & Charleston Ry.	606,883			609,678	100.00	609,678
551	Pomeroy & Newk. R. R.	¹ 8,404			¹ 8,404	100.00	¹ 8,404
552	Ridg. & Clearf. R. R.	69,972			69,972	100.00	69,972
553	Riverfront R. R.	33,681			33,951	100.00	33,951
554	S. Fork R. R.	¹ 451			¹ 451	100.00	¹ 451
555	S. W. Pa. Ry.	268,889			293,640	100.00	293,640
556	Sunb. & Lewist. Ry.	217,415			237,532	100.00	237,532
557	Sunb., Haz. & Wilkesb. Ry.	210,455			210,455	100.00	210,455
558	Susq. & Clearf. R. R.	¹ 6,410			¹ 6,410	100.00	¹ 6,410
559	Tipton R. R.	¹ 27			¹ 27	100.00	¹ 27
560	Trenton Del. Brg. Co.	32,876	33		48,110	100.00	48,110
561	Tyrone & Clearf. Ry.	116,704			116,704	100.00	116,704
562	United N. J. R. R. & Canal Co.	3,517,636			3,517,636	100.00	3,517,636
563	Belvidere Del. R. R.	234,294			234,294	100.00	234,294
564	Camden & Burl. Co. R. R.	49,302			49,302	100.00	49,302
565	Mt. Holly, Lumb. & Medf. R. R.	11,728			11,728	100.00	11,728
566	Phila. & Trenton R. R.	69,766			69,766	100.00	69,766
567	Connecting Ry.	148,329			148,329	100.00	148,329
568	Rocky H. R. R. & Transp. Co.	1,386			1,386	100.00	1,386
569	Vincentown Brh. R. R.	1,115			1,115	100.00	1,115
570	W. Chester R. R.	12,000			12,000	100.00	12,000
571	Wn. Pa. R. R.	544,073			567,906	100.00	567,906
572	Allegh. Vy. Ry.						2,548,958
574	Camden & Atl. R. R. ³			950	5,604	.69	807,342
575	Phila., Marl. & Medf. R. R. ³	¹ 759			¹ 759	100.00	¹ 759
573	Cumb. Vy. R. R.			1,080	5,852	.66	883,925
574	Cumb. Vy. & Martinsb. R. R.	2,274			2,274	100.00	2,274
575	Dillsb. & Mechs. R. R.	1,047			1,047	100.00	1,047
576	Sn. Pa. Ry. & Min. Co.	4,581			4,581	100.00	4,581
577	Mont Alto R. R.						26,962
578	Junction R. R. (of Phila.)						192,231
579	Nn. Cent. Ry.		264,533	3,000	406,077	5.94	6,831,303
580	Elm. & L. Ont. R. R.	¹ 41,940			¹ 41,940	100.00	¹ 41,940
581	Elm. & Williamspt. R. R.	151,140	251		156,179	100.00	156,179
582	Lykens Vy. R. R. & Coal Co.	48,750	410		49,160	100.00	49,160

¹ Debit item.

² Road under construction.

³ Report for ten months ending April 30, 1896. Consolidated into W. Jersey & Seashore R. R.

GROUP II. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19 Abbreviated name of road.	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col.23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
	Pennsylvania R. R.—Contd.						
	Nn. Cnt. Ry.—Continued.						
583	Sham. Vy. & Pottsv. R. R.	197, 210	160		197, 370	100. 00	197, 370
585	Un. R. R. (of Balt.)			8, 190	23, 190	3. 86	600, 517
586	Phila., Wilm. & Balt. R. R.		256, 958	6, 780	490, 794	5. 07	9, 667, 909
587	Balt. & Pot. R. R.	618, 634			618, 634	100. 00	618, 634
588	Catonsv. S. Line R. R.	4, 827			4, 827	100. 00	4, 827
589	Cambridge & Seaf. R. R.	¹ 5, 930			¹ 5, 930	100. 00	¹ 5, 930
590	Delaware R. R.	405, 839			405, 839	100. 00	405, 839
591	Del. & Ches. Ry.	11, 923			11, 923	100. 00	11, 923
592	Del., Md. & Va. R. R.	40, 869			40, 869	100. 00	40, 869
593	Phila. & Balt. Cent. R. R.	88, 385			111, 127	100. 00	111, 127
594	Chester Ck. R. R.	23, 314			23, 314	100. 00	23, 314
595	Phila. & Del. Co. R. R.	¹ 11, 910			¹ 11, 910	100. 00	¹ 11, 910
596	Queen Anne's & Kent R. R.	¹ 5, 128			¹ 5, 128	100. 00	² 24, 837 ³ 5, 128
597	S. Chester R. R.						
598	Wash. Sn. Ry.	49, 170			49, 614	100. 00	49, 614
602	W. Jersey R. R. ⁴		22, 027		27, 292	1. 96	1, 393, 910
603	Alloway & Quinton R. R. ⁴						
604	W. Jersey & Atl. R. R. ⁴	47, 656			58, 467	100. 00	58, 467
599	W. Jersey & Seashore R. R. ⁵				2, 631	. 58	453, 165
600	Pa. & N. Wn. R. R.						626, 378
604	Perry Co. R. R.						21, 472
605	Phila. & Read. R. R.		162, 915	112, 197	656, 864	2. 98	22, 007, 042
606	Allentown R. R.	3, 633			3, 729	100. 00	3, 729
607	Allentown Term. R. R.	40, 500			40, 500	100. 00	40, 500
608	Catawissa R. R.	234, 000		840	234, 840	100. 00	234, 840
609	Chest. H. R. R.	16, 478			16, 478	100. 00	16, 478
610	Colebrookdale R. R.	14, 513			14, 513	100. 00	14, 513
611	Danv. & Sham. R. R. ⁶						
612	Dauphin & Berks R. R. ⁶						
613	Del. & Bound Brk. R. R.	275, 000			275, 000	100. 00	275, 000
614	E. Trenton R. R.						
615	E. Pa. R. R.	123, 867			123, 867	100. 00	123, 867
616	Langhorne & Bristol R. R. ⁶						
617	Little Schuyl. Nav., R. R. & Coal Co.	217, 092	5, 008	2, 100	225, 277	100. 00	225, 277
618	E. Mahanoy R. R.	31, 865			32, 284	100. 00	32, 284
619	Mill Ck. & Mine H. Nav. & R. R. Co.	33, 000			33, 000	100. 00	33, 000
620	Mine H. & Schuyl. Hav. R. R.	336, 816		19, 315	356, 131	100. 00	356, 131
621	Mt. Carb. & Port Carb. R. R.	36, 250			36, 250	100. 00	36, 250
622	Mt. Carmel & Natalie R. R.	40, 193			40, 193	100. 00	40, 193
623	Norrist. Jctn. R. R.	2, 000			2, 078	100. 00	2, 078
624	N. Pa. R. R.	874, 200			874, 200	100. 00	874, 200
625	Phila. & Frankf. R. R.	25, 467			25, 467	100. 00	25, 467
626	Phila. & Read. Term. R. R.	453, 984			702, 342	100. 00	702, 342
627	Phila., Germant. & Norrist. R. R.	277, 624			278, 175	100. 00	278, 175
628	Plymouth R. R.						
629	Phila., Harrisb. & Pittsb. R. R.	25, 000			25, 000	100. 00	25, 000
630	Pickering Vy. R. R.	5, 133			5, 133	100. 00	5, 133
631	Schuyl. & Lehigh R. R.	27, 000			27, 000	100. 00	27, 000
632	Schuyl. Riv. W. Side R. R. ⁶						
633	Schuyl. Vy. Nav. & R. R. Co.	29, 450			29, 450	100. 00	29, 450
634	Sham., Sunb. & Lewisb. R. R.	110, 000			110, 000	100. 00	110, 000

¹Debit item.

² Operating report for ten months ending April 30, 1896.

³ Financial report for two months ending June 30, 1896. Debit item.

⁴ Report for ten months ending April 30, 1896. Consolidated into W. Jersey & Seashore R. R.

⁵ Report for two months ending June 30, 1896. Consolidation of Camden & Atl., Phila., Marl. & Medf., W. Jersey, Alloway & Quinton, and W. Jersey & Atl. R. Rs.

⁶ Road under construction.

GROUP II. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col.23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>
	Phila. & Read.—Continued.						
635	Slatington R. R. ¹						
636	Atl. Cy. R. R.				1,371	.15	891,124
637	Phila. & Brigantine R. R. ²						2,180
638	Camden Co. R. R.				121	.86	14,100
639	Chester & Del. Riv. R. R.						12,306
640	Gettysb. & Harrisb. Ry.				1,067	.99	107,243
641	Middlet. & Hummelst. R. R.						7,943
642	N. E. Pa. R. R.				381	.41	92,214
643	Perkiomen R. R.				704	.24	289,288
644	Phila. & Chest. Vy. R. R.						53,093
645	Phila. & Nn. R. R. ¹						
646	Port Read. R. R.				860	.25	336,985
647	Read. & Col. R. R.				811	.28	291,760
648	Read., Mari. & Han. R. R.						
649	Rupert & Bloomsb. R. R.						10,741
650	Stony Ck. R. R.				797	1.66	48,072
651	Tamaqua, Haz. & Nn. R. R.						10,839
652	Phila. Belt Line R. R.				5,997	84.35	7,110
653	Phila., Newt. & N. Y. R. R.						107,145
654	Phila., Read. & New Eng. R. R.						746,570
655	Dutchess Co. R. R.	22,000			22,000	100.00	22,000
656	Hartf. & Conn. Wn. R. R.	89,040			89,040	100.00	89,040
657	Portage Ck. & Rich. Vy. R. R.						4,702
658	Port Jer., Monti. & N. Y. R. R.						49,553
659	Pough. & En. Ry.				6,690	13.14	50,896
661	Raritan Riv. R. R.						57,461
662	Reynoldsv. & Falls Ck. R. R.						78,813
663	Roch. & Irondequoit R. R.: ³						
664	Roch. & L. Ont. Ry.	9,750			9,750	100.00	9,750
665	Rkaway Vy. Ry.						27,614
666	St. Marys & S. Wn. R. R.						93,583
670	Silver L. Ry.				17,069	43.52	39,223
671	Skaneateles R. R.						28,114
673	Slate Run R. R.						19,762
674	S. Jersey R. R.						80,581
676	Staten I. Rap. Trans. R. R.			24,701	159,558	20.87	764,456
677	Staten I. Ry.	82,100			82,100	100.00	82,100
678	Sterling Mtn. Ry.				330	3.59	9,202
679	Stewartstown R. R.						15,297
681	Sugar Run R. R.						10,901
682	Susq. & Buff. R. R.						3,130
684	Tuckerton R. R.						52,748
685	Tuscarora Vy. R. R.						17,457
686	Ulster & Del. R. R.				16,707	3.83	436,062
687	Del. & Otsego R. R.						
689	Kaaterskill R. R.						13,226
690	Cats. & Tannersv. Ry.	264			264	100.00	264
691	Stony Clove & Cats. Mtn. R. R.						41,965
692	Unadilla Vy. Ry.				203	.98	20,637
693	Un. Transp. Co.						38,791
694	Pember. & Hightst. R. R.	500			547	100.00	547
695	Ursina & N. Fork Ry.						1,902
697	Valley R. R. (of Pa.)						13,594
698	Wash. & Pot. R. R.						7,196
699	Wn. Md. R. R.						1,132,299
700	Balt. & Cumb. Vy. R. R.	4,368			4,368	100.00	4,368
701	Balt. & Cumb. Vy. R. R. Ex.	32,700			32,700	100.00	32,700
702	Balt. & Cumb. Vy. Ry.	2,910			2,910	100.00	2,910

¹ Road under construction.² Report for three months ending June 30, 1896. Reorganization of Brigantine B. R. R.³ Report not filed; inserted to show relation of road following.

GROUP II. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

	19	20	21	22	23	24	25
No.	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. $\frac{100 \times \text{Col. 23}}{\text{Col. 25}}$	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
	Wn. Md. R. R.—Continued.						
703	Potomac Vy. R. R.	26, 250	.....	.....	26, 250	100. 00	26, 250
704	Balt. & Harrisb. Ry. ....	.....	.....	.....	.....	.....	257, 850
707	Berlin Brh. R. R. ....	.....	.....	.....	118	1. 98	5, 964
708	Wn. N. Y. & Pa. Ry. ....	.....	.....	.....	56, 638	1. 75	3, 242, 669
719	Kinzua Vy. R. R. ....	.....	.....	.....	3	. 03	8, 729
721	Whippany Riv. R. R. ¹....	.....	.....	.....	.....	.....	.....
722	Williams Vy. R. R. ....	.....	.....	.....	.....	.....	23, 039
723	Williamspt. & N. Brh. R. R. ....	.....	.....	.....	.....	.....	100, 858
724	Wilm. & Nn. R. R. ....	.....	.....	.....	.....	.....	483, 874
725	York Sn. R. R. ....	.....	.....	.....	.....	.....	66, 267
727	Youghy. & Wick Hav. R. R. ....	.....	.....	.....	.....	.....	.....

¹ Report of Receiver for nine months ending June 30, 1896.

410 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP III. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
	Total—Group III	13, 045, 557	2, 261, 457	451, 350	17, 560, 433	9. 08	193, 381, 637
729	Addyston & Ohio Riv. R. R.						27, 255
730	Alliance & Nn. R. R.						42, 775
731	Ann Arbor R. R. ¹						751, 496
732	Arcadia & Betsey Riv. Ry. ² ..						4, 604
171	Balt. & Ohio R. R. ³		73, 340	5, 600	123, 353	2. 05	5, 994, 885
	[Line west of Ohio Riv.]						
734	Balt. & Ohio & Chic. R. R.	691, 947			691, 947	100. 00	691, 947
735	Akron & Chic. Jctn. R. R.	100, 000			100, 000	100. 00	100, 000
736	Cent. Ohio R. R.	419, 687			421, 260	100. 00	421, 260
737	Sdsky., Mansf. & Newk. R. R.	201, 850			212, 675	100. 00	212, 675
739	Cols. & Cin. Midl. R. R.	120, 000			120, 000	100. 00	120, 000
740	Newk., Somerset & Stsv. R. R.	42, 931			43, 028	100. 00	43, 028
741	Balt. & Ohio S. Wn. Ry. ⁴		1, 357		5, 759	. 15	3, 880, 796
	[Line east of Vincennes, Ind.]						
742	Clev. Term. & Vy. R. R. ⁵				4, 694	. 84	560, 638
743	En. Ohio R. R.						25, 022
744	Pittsb. & Wn. Ry.		3, 000	277	3, 277	. 11	3, 094, 579
745	Ellwood S. Line R. R.	39, 699			39, 699	100. 00	39, 699
746	Pittsb., Clev. & Tol. R. R.	296, 320			296, 320	100. 00	296, 320
747	Pittsb., Painesv. & Fairpt. Ry.	67, 557			67, 557	100. 00	67, 557
748	Big Level & Kinzua R. R.	6, 635			6, 671	100. 00	6, 671
747	Valley Ry. (of Ohio). ⁶				911	. 40	229, 187
749	Barberton Belt Line R. R.						17, 770
751	Bedford Belt Ry.						31, 690
752	Bellaire, Zanesv. & Cin. Ry.				25, 000	20. 18	123, 853
753	Boyne Cy. & S. En. R. R.						20, 300
756	Cent. Un. Depot & Ry. Co. of Cin. ⁷						
757	Chic. & S. Bend R. R.				316	2. 40	13, 183
759	Chic. & W. Mich. Ry.				2, 573	. 15	1, 688, 731
761	{Det., Lans. & Nn. R. R. ⁸						844, 233
	{Det., Lans. & Nn. R. R. ⁹				59	. 02	287, 720
763	Sag. & Wn. R. R. ⁸	25, 706			25, 706	100. 00	25, 706
764	Sag. Vy. & St. L. R. R. ⁸						64, 464
765	Sag. & Gr. Rap. R. R. ⁸	4, 200			4, 200	100. 00	4, 200
766	Gr. Rap. Tr. & Jctn. R. R.						
769	Cin. & Westwood R. R.						15, 303
770	Cin., Georget. & Ports. R. R.						64, 622
771	Cin., Ham. & Day. Ry.				5, 645	. 13	4, 448, 486
775	Day. & Mich. R. R.	319, 188			319, 188	100. 00	319, 188
777	Cin., Ham. & Indpls. R. R.				725	. 10	699, 076
778	Cin., Jack. & Mack. Ry.						696, 492
780	Cin., Leb. & Nn. Ry.						142, 696
782	Cin. N. Wn. Ry.						12, 861
783	Cin., Ports. & Va. R. R.						289, 164
784	Clev., Akron & Cols. Ry.						838, 737
785	Clev. Belt. & Term. R. R.						28, 659
786	Clev., Cant. & Sn. R. R.						706, 815
787	Cant. & Wooster R. R. ¹⁰						

¹ Report for eight months ending June 30, 1896. Reorganization of Tol., Ann Arbor & N. Mich. Ry.² Report for period, September 25, 1895 to June 30, 1896.³ Group figures assigned by this Office. See page 434, No. 171, for totals covering entire road.⁴ See page 434, No. 741, for totals covering entire road.⁵ Report for period, October 6, 1895 to June 30, 1896. Reorganization of Valley Ry. (of Ohio).⁶ Report of Receivers for period, July 1 to October 5, 1895. Reorganized as Clev. Term. & Vy. R. R.⁷ No earnings from operation. Expenses divided on a wheeling basis among roads using terminal facilities.⁸ Report for nine months ending March 31, 1896.⁹ Report of Receiver for three months ending June 30, 1896.¹⁰ Report for period, September 4, 1895 to June 30, 1896.

GROUP III. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col.23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>
789	Clev., Cin., Chic. & St. L. Ry. ¹ [Line east of Terre Haute, Ind.]	.....	11,286	235	49,103	.48	10,161,679
795	Day. & Un. R. R. ....	.....	.....	.....	.....	.....	142,797
797	Mt. Gil. S. Line Ry. ....	.....	.....	.....	.....	.....	4,878
798	Peoria & En. Ry. ² [Line east of Danville, Ill.]	.....	.....	.....	.....	.....	1,186,480
799	Clev., Lor. & Wheel. Ry. ....	.....	.....	.....	.....	.....	1,589,498
800	Cols., Hock. Vy. & Tol. Ry. ....	.....	19,606	.....	19,606	.68	2,863,791
803	Cols., Sdsky. & Hock. R. R. ....	.....	.....	.....	.....	.....	905,020
805	Crawf. & Manistee Riv. Ry. ....	.....	.....	.....	.....	.....	5,876
806	Day., Leb. & Cin. R. R. ....	.....	.....	.....	.....	.....	13,261
808	Det. & Mackinac Ry. ....	.....	.....	.....	.....	.....	434,462
810	Elkhart & Wn. R. R. ....	.....	.....	.....	.....	.....	19,707
328	Erie R. R. ³ [Line west of Salamanca, N. Y.]	.....	.....	.....	.....	.....	4,018,795
813	Clev. & Mahon. Vy. Ry.	519,967	.....	.....	571,570	100.00	571,570
814	New Castle & Shen. Vy. R. R.	23,758	.....	.....	23,758	100.00	23,758
815	Sharon Ry.	36,916	.....	.....	36,916	100.00	36,916
816	Westerman Coal & Iron R. R.	4,000	.....	.....	4,000	100.00	4,000
818	Chic. & Erie R. R. ....	.....	67,200	3,231	70,720	2.61	2,712,688
819	Evansv. & T. Haute R. R. ....	.....	.....	.....	42,118	3.70	1,138,982
820	Evansv. Belt. Ry.	7,084	.....	.....	8,475	100.00	8,475
821	Evansv. & Indpls. R. R. ....	.....	.....	.....	174	.06	307,702
822	Evansv. & Rich. R. R. ....	.....	.....	.....	274	.24	116,597
824	Find., Ft. Way. & Wn. Ry. ....	.....	.....	.....	.....	.....	80,744
825	Flint & Père Marq. R. R. ....	.....	13,750	.....	156,651	6.73	2,329,093
89	Gr. Trunk Ry. ⁴ .....	.....	.....	.....	.....	.....	.....
830	Chic. & Gr. Trunk Ry. ....	.....	.....	2,746	99,719	2.95	3,381,408
831	Gr. Trunk Jctn. Ry.	193,600	.....	.....	193,600	100.00	193,600
832	Cin., Sag. & Mack. R. R. ....	.....	.....	.....	464	.34	138,523
833	Chic., Det. & Can. Gr. Trunk Jctn. Ry. ....	.....	.....	.....	2,765	1.08	255,318
834	Det., Gr. Hav. & Milw. Ry. ....	.....	.....	.....	.....	.....	997,215
835	Mich. Air Line Ry. ....	.....	.....	.....	61	.04	163,382
836	Tol., Sag. & Musk. Ry. ....	.....	.....	.....	.....	.....	88,458
839	Ind., Dec. & Wn. Ry. ⁵ [Line in Indiana.]	.....	.....	.....	.....	.....	241,002
840	Ind., Ill. & Io. R. R. ⁶ [Line in Indiana.]	.....	32	.....	32	.01	394,643
841	Ind. Nn. Ry. ....	.....	.....	.....	.....	.....	2,884
842	Indpls. Un. Ry. ....	.....	.....	.....	13,672	2.20	620,192
843	Indpls. Belt R. R.	49,577	.....	.....	150,309	100.00	150,309
844	Iron Ry. ....	.....	.....	.....	.....	.....	48,469
845	Ivorydale & Mill Ck. Vy. Ry. ....	.....	.....	.....	.....	.....	48,082
846	Jamest. & L. Erie Ry. ....	.....	.....	.....	.....	.....	39,253
847	L. Erie & Wn. R. R. ....	.....	.....	.....	.....	.....	3,403,028
848	Nn. Ohio Ry. ....	.....	.....	.....	.....	.....	149,470
849	L. Erie, Alliance & Sn. Ry. ....	.....	.....	.....	.....	.....	31,084
850	L. Shore & Mich. Sn. Ry. ....	.....	466,262	2,020	489,232	2.23	21,967,163
851	Det. & Chic. R. R. ....	.....	.....	.....	.....	.....	.....
852	Det., Hillsd. & S. Wn. R. R.	54,500	.....	.....	54,652	100.00	54,652
853	Det., Monroe & Tol. R. R. ....	.....	.....	.....	.....	.....	.....
855	Ft. Way. & Jack. R. R.	127,528	.....	.....	127,528	100.00	127,528

¹ See page 434, No. 789, for totals covering entire road.

² See page 434, No. 798, for totals covering entire road.

³ Report for seven months ending June 30, 1896. Reorganization of N. Y., L. Erie & Wn. R. R. See page 434, No. 328, for totals covering entire road.

⁴ Files no report; inserted to show relation of seven roads following.

⁵ See page 434, No. 839, for totals covering entire road.

⁶ See page 434, No. 840, for totals covering entire road.

412 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP III. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col.23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
	L. Shore & Mich. Sn. Ry.— Continued.						
856	Jamest. & Frank. R. R.	66, 191			66, 201	100. 00	66, 201
857	Kal. & White Pigeon R. R.						
858	Kal., All. & Gr. Rap. R. R.	78, 600			78, 600	100. 00	78, 600
859	Mahon. Coal R. R.	307, 163			307, 184	100. 00	307, 184
860	Nn. Cent. Mich. R. R.						
861	Oberlin & Lagrange Ry.	723			723	100. 00	723
862	Sturgis, Goshen & St. L. R. R.	9, 660			9, 660	100. 00	9, 660
864	Tol. & Ohio Nn. Ry. ¹						
865	N. Y., Chic. & St. L. R. R.				11, 574	. 19	6, 174, 141
866	Chic. & State Line R. R.	100			700	100. 00	700
867	Pittsb. & L. Erie R. R.		14, 000	819	14, 819	. 29	5, 078, 904
868	Beaver & Ellwood R. R. ² ..	5, 100			5, 100	100. 00	5, 100
869	Mahon. State Line R. R.	353			353	100. 00	353
870	Pittsb., McKeespt. & Youghy. R. R.	498, 695			498, 695	100. 00	498, 695
873	Ellwood Con. R. R.						3, 065
874	Lakeside & Marbleh. R. R.						42, 682
876	Louisev., Evansv. & St. L. Con- sol. R. R.				21, 310	1. 36	1, 571, 598
877	Louisev., New Alb. & Chic. Ry.		71, 220		71, 220	2. 11	3, 380, 327
880	Louisev., New Alb. & Cdn. R. R.						13, 848
881	Lowell & Hastings R. R.						10, 647
883	Manistee & Gr. Rap. R. R.						35, 277
885	Manistee & N. En. R. R.						195, 637
888	Mason & Oceana R. R.						18, 696
889	Mich. Cent. R. R. ³		41, 851	2, 750	44, 665	. 32	14, 162, 863
890	Battle Ck. & Sturgis Ry.	15, 000			15, 000	100. 00	15, 000
891	Bay Cy. & Battle Ck. Ry.	7, 500			7, 500	100. 00	7, 500
892	Can. Sn. Brg. Co.	⁴ 20, 821			⁴ 20, 821	100. 00	20, 821
893	Det. & Bay Cy. R. R.	33, 920			33, 920	100. 00	33, 920
896	Gr. Riv. Vy. R. R.	24, 560			24, 560	100. 00	24, 560
897	Jack., Lans. & Sag. R. R.	173, 450			173, 450	100. 00	173, 450
898	Joliet & Nn. Ind. R. R.	89, 000			89, 006	100. 00	89, 006
899	Kal. & S. Hav. R. R.						
901	Mich. Air Line R. R.						
902	Mich. Midl. & Can. R. R.	⁴ 8, 433			⁴ 8, 433	100. 00	⁴ 8, 433
903	Sag. Bay & N. Wn. R. R.						
904	Tol., Can. Sn. & Det. Ry.	385, 149			385, 399	100. 00	385, 399
906	Middlet. & Cin. R. R.				2, 810	8. 86	31, 725
909	New Castle & Butler R. R.						8, 187
470	N. Y. Cent. & Hud. Riv. R. R. ⁵ ..						
910	Dunk., Allegh. Vy. & Pittsb. R. R.						218, 160
459	N. Y., L. Erie & Wn. R. R. ⁶ ... [Line west of Salamanca, N. Y.]						3, 007, 481
912	Norf. & Wn. R. R. ⁷		23, 400		23, 400	2. 45	956, 974
	[Line north of Ohio Riv.]						
913	Cols. Con. & Term R. R.	53, 410			53, 410	100. 00	53, 410
914	N. Wn. Monroe Ry.						426
916	Ohio Sn. R. R.				457	. 06	814, 238
917	Pennsylvania Co.		1, 371, 501	384, 335	2, 350, 244	10. 93	21, 501, 503
918	Calumet Riv. Ry.	⁴ 5, 391			⁴ 5, 391	100. 00	⁴ 5, 391
919	Clev. & Pittsb. R. R.	1, 338, 175			1, 349, 516	100. 00	1, 349, 516
920	Erie & Pittsb. R. R.	356, 900			356, 913	100. 00	356, 913
921	Indpls. & Vinc. R. R.	102, 286			102, 286	100. 00	102, 286

¹ Road not in operation.² Report for eleven months ending June 30, 1896.³ Figures cover whole line, 1,642.15 miles; 380.04 miles not in United States.⁴ Debit item.⁵ Inserted to show relation of road following.⁶ Report for five months ending November 30, 1895. Reorganized as Erie R. R. See page 434, No. 459, for totals covering entire road.⁷ See page 434, No. 912, for totals covering entire road.

GROUP III. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total income from property described, including miscellaneous.	Proportion to total earnings and income. 100 × Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
	Pennsylvania Co.—Continued.						
923	Pittsb., Ft. Way. & Chic. Ry.	3, 693, 638	.....	.....	4, 159, 747	100.00	4, 159, 747
924	Massillon & Clev. R. R.	20, 000	.....	.....	20, 000	100.00	20, 000
925	New Castle & Beaver Vy. R. R.	61, 930	.....	.....	63, 327	100.00	63, 327
926	Pittsb., Ohio Vy. & Cin. R. R.	¹ 11, 560	.....	.....	¹ 11, 552	100.00	¹ 11, 552
927	Pittsb., Youngst. & Ashtab. R. R.	640, 827	.....	.....	645, 527	100.00	645, 527
928	Roch., Beaver Falls & Wn. Ry	797	.....	.....	797	100.00	797
929	S. Chic. & Sn. R. R.	36, 434	.....	.....	36, 434	100.00	36, 434
930	State Line & Ind. Cy. Ry.	¹ 4, 027	.....	.....	¹ 4, 027	100.00	¹ 4, 027
932	Tol., Walh. Vy. & Ohio R. R.	141, 124	.....	.....	170, 738	100.00	170, 738
933	Rolling Mill R. R.	958	.....	.....	958	100.00	958
934	Cin. & Musking. Vy. Ry.	.....	.....	.....	.....	.....	458, 911
935	Clev. & Mari. Ry.	.....	.....	.....	8, 156	2.03	402, 149
936	Gr. Rap. & Ind. R. R.	.....	.....	.....	1, 057	.04	2, 683, 198
937	Cin., Rich. & Ft. Way. R. R.	98, 836	.....	.....	98, 836	100.00	98, 836
938	Musk., Gr. Rap. & Ind. R. R.	24, 810	.....	.....	24, 810	100.00	24, 810
939	Traverse Cy. R. R.	8, 224	.....	.....	8, 224	100.00	8, 224
940	Pittsb., Cin., Chic. & St. L. Ry.	.....	16, 984	15, 280	47, 900	.26	18, 449, 220
941	Chartiers Ry.	123, 350	.....	10, 385	135, 307	100.00	135, 307
942	Chartiers Con. R. R.	.....	.....	.....	.....	.....	.....
943	Englewood Con. Ry.	¹ 1, 875	.....	.....	¹ 1, 875	100.00	¹ 1, 875
944	Little Miami R. R.	704, 607	9, 334	15, 160	735, 101	100.00	735, 101
945	Cols. & Xenia R. R.	145, 396	1, 512	6, 150	153, 058	100.00	153, 058
946	Day. & Wn. R. R.	30, 020	.....	.....	30, 020	100.00	30, 020
947	Ohio Con. Ry.	77, 146	.....	.....	77, 146	100.00	77, 146
948	Pittsb., Wheel. & Ky. R. R.	110, 757	.....	.....	110, 757	100.00	110, 757
950	Newpt. & Cin. Brg. Co.	.....	.....	.....	982	.84	115, 982
951	Pittsb., Chartiers & Youghy. Ry.	.....	.....	.....	3, 598	1.87	192, 691
952	Pittsb. & Castle Shan. R. R.	.....	.....	.....	.....	.....	68, 933
953	Pittsb. & Moon Run R. R.	.....	.....	.....	.....	.....	19, 810
954	Pitsb. Jctn. R. R.	.....	.....	.....	.....	.....	373, 220
955	Pittsb., Lisbon & Wn. Ry. ²	.....	.....	.....	.....	.....	6, 798
950	Pittsb., Marion & Chic. Ry. ³	.....	.....	.....	.....	.....	37, 839
956	Pittsb., Shen. & L. Erie R. R.	.....	.....	1, 745	1, 745	.27	657, 420
957	Meadv., Conneaut L. & Linesv. R. R.	10, 000	.....	.....	10, 000	100.00	10, 000
958	Pontiac, Oxf. & Nn. R. R.	.....	.....	.....	.....	.....	107, 903
959	Sag., Tusc. & Huron R. R.	.....	.....	.....	136	.12	110, 952
960	St. Clairsv. & Nn. Ry.	.....	.....	.....	.....	.....	6, 131
962	Salem R. R.	.....	.....	.....	.....	.....	20, 761
963	S. Hav. & En. R. R.	.....	.....	.....	.....	.....	21, 936
964	T. Haute & Indpls. R. R. ⁴	.....	.....	.....	.....	.....	1, 953, 795
	[Line in Indiana.]	.....	.....	.....	.....	.....	.....
965	Ind. & L. Mich. Ry.	17, 175	.....	.....	17, 175	100.00	17, 175
966	T. Haute & Loganspt. R. R.	157, 795	.....	.....	157, 795	100.00	157, 795
967	Tionesta Vy. Ry.	.....	.....	.....	.....	.....	57, 954
968	Tionesta Vy. & Hickory Ry.	.....	.....	.....	.....	.....	2, 172
969	Tionesta Vy. & Salmon Ck. Ry.	.....	.....	.....	.....	.....	3, 128
970	Tol. & Ohio Cent. Ry.	.....	6, 111	.....	9, 532	.49	1, 954, 035
971	Kanawha & Mich. Ry. ⁵	.....	.....	.....	6	(⁶)	217, 571
	[Line north of Ohio Riv.]	.....	.....	.....	.....	.....	.....
972	Tol. & Ohio Cent. Ex. R. R.	.....	.....	.....	.....	.....	66, 467
969	Tol., Ann Arb. & N. Mich. Ry. ⁷	.....	.....	.....	8	(⁶)	404, 277

¹ Debit item.² Report for two months ending June 30, 1896. Reorganization of Pittsb., Marion & Chic. Ry.³ Report of Receivers for ten months ending April 30, 1896. Reorganized as Pittsb., Lisbon & Wn. Ry.⁴ See page 434, No. 964, for totals covering entire road.⁵ See page 434, No. 971, for totals covering entire road.⁶ Less than .01 per cent.⁷ Report of Receiver for four months ending October 31, 1895. Reorganized as Ann Arbor R. R.

414 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP III. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

	19	20	21	22	23	24	25
No.	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. $\frac{100 \times \text{Col. 23}}{\text{Col. 25}}$	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
973	Tol., St. L. & Kans. Cy. R. R. ¹ [Line in Indiana and Ohio.]						1,378,124
974	Tol. S. En. Ry. ²						1,743
978	Wabash R. R. ³ [Line east of Danville, Ill.]		47,513	617	48,246	.90	5,342,655
980	Eel Riv. R. R.	90,500	198		91,169	100.00	91,169
981	Lafayette Un. Ry	255			255	100.00	255
982	Peru & Det. Ry	4,500			4,500	100.00	4,500
983	Wheel. & L. Erie Ry		2,000		4,848	.33	1,488,497
985	Tol. Belt Ry						
986	Zanesv. & Ohio Riv. Ry						126,453

¹ Group figures assigned by this Office. See page 434, No. 973, for totals covering entire road.² Report for period, August 12, 1895 to June 30, 1896.³ Group figures assigned by this Office. See page 434, No. 978, for totals covering entire road.

GROUP IV. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19 Abbreviated name of road.	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100× Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
	Total—Group IV.....	2,506,728	116,567	108,315	3,520,371	7.24	48,650,692
987	Aberd. & Rockfish R. R.....						15,505
988	Aberd. & W. End R. R.....						51,123
990	Atl. & Danv. Ry.....						567,154
991	Atl. & N. Car. R. R.....						140,087
992	Atl. Coast Line Assn.....		14,858	7,370	107,166	2.09	5,117,187
1001	Wilm. & Weldon R. R.: ¹						
1002	Wilm., Col. & Aug R. R....	158,010			158,010	100.00	158,010
1005	Col., Newb. & Laurens R. R.						97,485
171	Balt. & Ohio R. R.: ²		6,881	526	11,574	3.35	345,659
	[Line south of Harpers Ferry, W. Va.]						
1007	Winch. & Pot. R. R.....	27,000			27,000	100.00	27,000
1008	Winch. & Strasb. R. R.....	2,984			2,984	100.00	2,984
1009	W. Va. & Pittsb. R. R.....				83,662	17.48	478,542
1012	Blue Ridge R. R.....						34,632
1017	Caldwell & Nn. R. R.....						4,589
1019	Cape Fear & Yad. Vy. Ry....						553,032
1020	S. Car. Pac. Ry.....	6,276			6,276	100.00	6,276
1022	Car., Knoxv. & Wn. Ry.....						7,885
1023	Carthage R. R.....						21,033
1025	Charleston, Clendennin & Sut- ton R. R.						57,887
1027	Ches. & Ohio Ry.: ³			56,463	126,906	1.59	7,997,055
	[Line east of Hunting- ton, W. Va.]						
1029	Chester & Lenoir N. G. R. R....						100,410
1032	Dry Fork R. R.....				1,670	2.95	56,556
1033	E. Shore Term. Co.....						47,746
1034	Farmv. & Powhatan R. R.....				1,153	1.56	74,141
1035	Georget. & Wn. R. R.....						36,086
1036	Glendon & Gulf R. R.....						2,542
1037	Glenn Spgs. R. R.....				15	.31	4,839
1038	Greenwood, Anderson & Wn. Ry.: ⁴						20,486
1039	Car. Midl. Ry.: ⁵						36,983
1041	Hendersonv. & Brevard Ry.: ⁶						5,539
1051	Moore Co. R. R.....				100	.77	13,045
1054	Norf. & Sn. R. R.....				7,305	1.70	428,432
912	Norf. & Wn. R. R.: ⁷		11,256		11,256	.11	9,931,481
	[Linesouth of Ohio Riv.]						
1055	Lynchb. & Durham R. R.....	⁸ 4,430			⁸ 4,430	100.00	⁸ 4,430
1056	Roanoke & Sn. Ry.....	37,173			37,173	100.00	37,173
1058	Northamp. & Hertf. R. R.....						11,983
1059	Ohio Riv. R. R.....			375	375	.04	1,009,557
1060	Huntington & Big Sandy R. R.						
1061	Ravenswood, Spencer & Glenv. Ry.						53,405
1062	Ohio Riv. & Charleston Ry....						200,069
1064	Pennsb. & Har. Ritchie Co. Ry.						5,617
1066	Port Roy. & Aug. Ry.....			30	30	.01	290,718
1067	Port Roy. & Wn. Car. Ry.....			144	144	.06	409,736
1069	Pot., Fredsb. & Piedmont R. R.				60	.26	22,887
1070	Powellton & Pocahontas Ry...						24,141
1071	Ral. & Wn. Ry.: ⁹						
1072	Egypt Ry.....						8,679

Files no report; inserted to show relation of road following.

¹ Group figures assigned by this Office. See page 434, No. 171, for totals covering entire road.² See page 434, No. 1027, for totals covering entire road.³ Report for period, January 15 to June 30, 1896.⁴ Report for period, July 1, 1895 to January 14, 1896.⁶ Report for eight months ending June 30, 1896.⁷ See page 434, No. 912, for totals covering entire road.⁸ Debit item.⁹ Report not filed; inserted to show relation of road following.

GROUP IV. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19 Abbreviated name of road.	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
1074	Rich., Fredsb. & Pot. R. R.....		1,925	3,862	8,927	1.19	748,295
1075	Potomac R. R.....	7,303			7,303	100.00	7,303
1076	Rich., Fredsb. & Pot. & Rich. & Petersb. R. R. Con. Co.	14,845	868		16,176	100.00	16,176
1077	Ripley & Mill Ck. Vy. Ry.....						15,190
1303	Sav., Fla. & Wn. Ry.: ¹						
1082	Charleston & Sav. Ry.....				7,256	1.38	524,892
1083	Ashley Riv. R. R.....	12,000			12,000	100.00	12,000
1084	Green Pond, Walterb. & Branchv. Ry.				2,119	7.85	26,947
1085	Seaboard & Roanoke R. R.....		18,876	31,958	90,203	9.72	927,990
1087	Roanoke & Tar Riv. R. R....	16,250			16,250	100.00	16,250
1088	Car. Cent. R. R.....				593	.10	588,288
1089	Wilm. Ry. Brg. Co.....						
1090	Ral. & Gaston R. R.....		4,310	4,000	32,247	5.10	631,444
1092	Durham & Nn. Ry.....				313	.44	70,597
1093	{Ga., Car. & Nn. Ry. (lessee)				273,618	25.79	1,060,723
	{Ga., Car. & Nn. Ry. (lessor)	262,374			262,374	100.00	262,374
1094	Seaboard Air Line Belt R. R.	49,877			49,877	100.00	49,877
1095	Ral. & Aug. Air Line R. R.			280	9,284	1.97	472,739
1098	S. Atl. & Ohio R. R.....						89,701
1099	S. Car. & Ga. R. R.....				6,069	.56	1,077,145
1100	Southern Ry. ²		57,593	3,307	120,099	1.21	9,934,697
	[Line in Virginia and the Carolinas.]						
1101	Ashev. & Spartanb. R. R....	109,392			109,392	100.00	109,392
1102	Atlanta & Charl. Air Line Ry.	483,500			483,500	100.00	483,500
1103	North Carolina R. R.....	265,367			266,003	100.00	266,003
1104	Rich. & Mechlenb. R. R.....	19,006			19,006	100.00	19,006
1105	{State Univ. R. R. ³	5 420			5 420	100.00	5 420
	{State Univ. R. R. ⁴	5 3,280			5 3,280	100.00	5 3,280
1106	Va. Midl. Ry.....	944,927			944,927	100.00	944,927
1107	Frank. & Pittsylv. R. R....	7,000			7,000	100.00	7,000
1108	Danv. & Wn. Ry.....						67,192
1109	Danv., Mocksv. & S. Wn. R. R.	1,582			1,582	100.00	1,582
1103	Laurens Ry. ⁶						10,033
1110	Suffolk & Car. Ry.....				869	1.62	53,664
970	Tol. & Ohio Cent. Ry.: ⁷						
971	Kanawha & Mich. Ry. ⁸				1,316	.52	254,536
	[Line south of Ohio Riv.]						
1112	Valley R. R. (of Va.).....				1,702	1.52	112,167
1113	Warrenton R. R.....						4,767
1114	Wash., Alex. & Mt. Vern. Ry. ⁹						7,418
1116	W. Va. Cent. & Pittsb. Ry.....				105,645	11.21	943,041
1117	Piedmont & Cumb. Ry.....	89,992			89,992	100.00	89,992
1118	W. Va. Nn. R. R.....						11,561
1119	W. Va. Sn. Ry.....						653
1120	Wheel. Brg. & Term. Ry.....						106,256
1121	Wilm., Newbern & Norf. Ry....						76,997
1122	Wilm. Sea Coast R. R.....						18,200
1123	Winifrede R. R.....						22,931

¹ Inserted to show relation of three roads following.² See page 434, No. 1100, for totals covering entire road.³ Report of Receivers for two months ending August 31, 1895.⁴ Report for ten months ending June 30, 1896.⁵ Debit item.⁶ Report of Receiver for six months ending December 31, 1895.⁷ Inserted to show relation of road following.⁸ See page 434, No. 971, for totals covering entire road.⁹ Report for period, May 24 to June 30, 1896.

GROUP V. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100× Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
	Total—Group V.....	6,299,488	608,371	652,571	9,544,825	10.19	93,663,777
1125	Ala. & Vicksb. Ry.....						574,204
1126	Alb. & Nn. Ry. ¹						31,213
1129	Ashl. Coal & Iron Ry.....						216,898
1130	Atlanta & W. Pt. R. R.....				6,358	1.16	540,473
1133	Atl., Suwannee Riv. & Gulf Ry.....				2,216	5.96	37,094
1134	Aug. & Summerv. R. R.....						85,161
1135	Aug. Sn. R. R.....						69,079
1136	Beattyv. & Cumb. Gap R. R.....						18,472
1138	Birm. & Atl. R. R.....						25,415
1139	Birm., Selma & N. O. Ry.....						15,590
1134	Birm., Sheff. & Tenn. Riv. Ry. ²						85,903
1140	Blue Ridge & Atl. R. R.....						8,670
1142	Bowden Lithia Spgs. S. Line R. R.....						
1146	Bristol, Elizabethton & N. Car. Ry.....						9,309
1148	Burnside & Cumb. Riv. Ry.....						5,416
1149	Carrab., Tallah. & Ga. R. R.....						33,387
1151	Cent. of Ga. Ry. ³		166,403	1,695	316,526	8.56	3,696,814
1152	Athens Belt Line R. R.....	11			11	100.00	11
1153	Aug. & Sav. R. R.....	51,145	977		54,122	100.00	54,122
1154	S. Wn. R. R. (of Ga.).....	259,555		793	260,348	100.00	260,348
1147	Mobile and Girard R. R. ⁴				21,163	11.31	187,237
1148	Montg. & Eufaula Ry. ⁵				778	.51	152,455
1149	Sav. & Atl. R. R. ⁵						10,090
1150	Sav. & Wn. R. R. ⁶				4,044	1.02	397,635
1145	Cent. R. R. & Bkg. Co. of Ga. ⁷		7,762	2,250	117,501	8.31	1,413,927
1157	Chatt., Rome & Cols. R. R.....						241,330
1158	Chatt. Sn. R. R. ⁸						8,255
1155	Chatt. Sn. Ry. ⁹						67,270
1159	Ches. & Nashv. Ry.....						43,464
1027	Ches. & Ohio Ry. ¹⁰			26,061	124,763	5.00	2,493,988
	[Line west of Hunting- ton, W. Va.]						
1161	Ches., Ohio & S. Wn. R. R.....				1,785	.07	2,464,221
1162	Hodgenv. & Elizabetht. Ry.....						13,913
1163	Owensboro, Falls of Rough & Green Riv. R. R.....						55,607
1164	Padu. Un. Depot Co.....						25,789
1165	S. Route Ry. Tr. Co.....						39,274
1166	Troy & Tiptonv. R. R.....						3,319
1167	Chickamauga & Durham R. R.....						32,755
1169	Cin., N. O. & Tex. Pac. Ry.....						3,677,726
1170	Cin. Sn. Ry.....	1,012,000			1,283,340	100.00	1,283,340
1173	Cols. Sn. Ry.....						90,582
1174	Cov., Flemingsb. & Ashl. Ry.....						14,376
1177	Darien & Wn. R. R.....						22,365
1180	Dover & Statesboro R. R.....						19,090
1182	E. & W. R. R.....						92,692
1184	E. Tenn. & Wn. N. Car. R. R.....						51,318
1185	En. Ky Ry.....						39,996

¹ Report for ten months ending June 30, 1896. Reorganization of Alb., Fla. & Nn. Ry.² Report of Receiver for five months ending November 30, 1895. Reorganized as Nn. Ala. Ry.³ Report for eight months ending June 30, 1896. Reorganization of Cent. R. R. & Bkg. Co. of Ga.⁴ Report of Receivers for period, July 1, 1895 to March 14, 1896. Merged in Cent. of Ga. Ry.⁵ Report of Receivers for seven months ending January 31, 1896. Merged in Cent. of Ga. Ry.⁶ Report of Receivers for four months ending October 31, 1895. Merged in Cent. of Ga. Ry.⁷ Report of Receiver for four months ending October 31, 1895. Reorganized as Cent. of Ga. Ry.⁸ Report for period, May 11 to June 30, 1896. Reorganization of Chatt. Sn. Ry.⁹ Report of Receiver for period, July 1, 1895 to May 10, 1896. Reorganized as Chatt. Sn. R. R.¹⁰ See page 434, No. 1027, for totals covering entire road.

418 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP V. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
1189	Fla. Cent. & Penin. R. R.				16,341	.79	2,065,510
1190	Fla. E. Coast Ry.						698,569
1193	Ft. White & Sn. Ry. ¹						426
1196	Gainesv. & Gulf Ry.				72	.19	37,382
1197	Georgia R. R.		² 60,238	² 32,514	92,752	5.81	1,592,857
1198	Ga. R. R. & Bkg. Co.	600,000	19,820		620,923	100.00	620,923
1199	Gainesv., Jeff. & Sn. R. R.						47,967
1200	Un. Pt. & White Plains R. R.						6,182
1201	Wn. Ry. of Ala.				4,846	.83	584,650
1202	Ga. & Ala. Ry. ³			12,825	12,825	2.23	576,206
1203	Abbeville & Waycross R. R. ⁴						18,020
1206	Ga. Midl. Ry.						164,305
1207	Ga. Nn. Ry.						53,199
1208	Ga. Sn. & Fla. Ry.				27,474	3.07	894,306
1210	Gulf & Chic. R. R.						45,005
1213	Harriman & N. En. R. R. ⁵						5,848
1214	Hartwell R. R.						9,700
1218	Ill. Cent. R. R. ⁶						6,311,140
	[Line south of Cairo, Ill.]						
1219	Cant., Aberd. & Nashv. R. R.	60,000			60,044	100.00	60,044
1220	Chic., St. L. & N. O. R. R.	1,649,022			1,649,022	100.00	1,649,022
1221	Yazoo & Miss. Vy. R. R.				⁷ 100,231	2.76	3,629,856
1223	Jacksonv. & Atl. Ry.						16,412
1225	Jacksonv., Tampa & Key W. Ry.				936	.31	303,927
1226	Jacksonv. Term. Co.				32,260	27.85	115,836
1667	Kans. Cy., Ft. Scott & Memph. R. R. ⁸						
1228	Kans. Cy., Memph. & Birm. R. R.			3,000	25,750	2.12	1,215,401
1229	Ky. & Ind. Brg. Co.				8,165	4.56	⁹ 179,039
1230	New Alb. Belt & Term. R. R.						12,194
1232	Ky. Nn. Ry. ¹⁰						1,155
1236	Lexington & En. Ry.						217,231
1238	Live Oak & Gulf Ry.						23,127
1239	Lookout Incline Ry.				871	3.58	24,356
1240	Louisv. & Nashv. R. R. ¹¹		302,512	547,160	1,463,883	6.96	21,042,075
	[Line south of Ohio Riv.]						
1241	Ala. Minl. R. R.	6,774			6,774	100.00	6,774
1242	Birm. Minl. R. R.	378,998			378,998	100.00	378,998
1243	Elkton & Guthrie R. R.	3,208			3,291	100.00	3,291
1244	Glasgow R. R.	702			1,404	100.00	1,404
1245	Mobile & Montg. Ry.	493,680			493,680	100.00	493,680
1246	Nashv. & Dec. R. R.	650,520			650,520	100.00	650,520
1247	Nashv., Flor. & Sheff. Ry.	33,598			33,598	100.00	33,598
1249	Owensboro & Nashv. Ry.	67,600			67,600	100.00	67,600
1250	Shelby R. R.	15,000			15,000	100.00	15,000
1251	S. & N. Ala. R. R.	657,283			657,283	100.00	657,283
1252	Sn. Div. Cumb. & Ohio R. R.	11,453			11,453	100.00	11,453
1253	W. Va., Pinev. & Tenn. R. R.	744			744	100.00	744
1254	Hend. Brg. Co.				688	.27	251,420

¹ Report for period, March 30 to June 30, 1896.

² From property held in the name of Ga. R. R. & Bkg. Co.

³ Report for period, August 15, 1895, to June 30, 1896. Reorganization of Sav., Amer. & Montg. Ry.

⁴ Report for period, January 27 to June 30, 1896.

⁵ Report for two months ending June 30, 1896. Reorganization of Harriman Coal & Iron R. R.

⁶ See page 434, No. 1218, for totals covering entire road.

⁷ Includes \$100,000 income from lease of 140.36 miles of line to Ill. Cent. R. R.

⁸ Inserted to show relation of road following.

⁹ Operations cover Louisv. Belt Line, electric service, ferry, and highway.

¹⁰ Report for five months ending June 30, 1896.

¹¹ See page 434, No. 1240, for totals covering entire road.

GROUP V. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19 Abbreviated name of road.	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>
	Louisv. & Nashv. R. R.—Con- tinued.						
1255	Nashv., Chatt. & St. L. Ry.		652	18,100	30,915	.58	5,340,235
1283	Padu., Tenn. & Ala. R. R. ¹						116,569
1284	Tenn. Midl. Ry. ¹						109,021
1258	{Nn. Div. Cumb. & Ohio R. R. ²	6,045			6,045	100.00	6,045
	{Nn. Div. Cumb. & Ohio R. R. ³						10,135
1260	Louisv. Brg. Co.			2,700	2,700	.83	325,286
1261	Louisv., Henderson & St. L. Ry. ⁴						474,145
1203	Macon & Birm. R. R. ⁵						54,698
1262	Macon & Birm. Ry. ⁶						10,383
1257	Macon & Nn. Ry. ⁷						57,510
1263	Macon, Dublin & Sav. R. R.				423	75	56,079
1264	{Mammoth Cave R. R. ⁸						7,605
	{Mammoth Cave R. R. ⁹	424			424	100.00	424
1265	Mari. & N. Ga. Ry.						301,669
1267	Memph. & Charleston R. R.				7,321	.55	1,340,817
1269	Middle Ga. & Atl. Ry.						69,238
1270	Eatonton Brh. R. R.	8,400			8,400	100.00	8,400
1275	Mobile & Birm. R. R.						295,226
1276	Mobile & Ohio R. R. ¹⁰		210		239,704	8.84	2,710,636
	[Line south of Cairo, Ill.]						
1278	Morrist. & Cumb. Gap R. R.						17,471
1279	Moss Pt. & Pascagoula R. R.						7,972
1280	Nashv. & Knoxv. R. R.						83,160
1282	N. O. & N. En. R. R.				1,115	.08	1,412,553
1285	Nn. Ala. Ry. ¹¹						102,178
1286	Oconee & Wn. R. R.						34,909
1288	Ohio Vy. Ry.						362,581
1294	Ports. & Tygart Vy. R. R.						8,700
1296	Rich., Nicholasv., Irvine & Beattyv. R. R.						70,955
1303	Sav., Fla. & Wn. Ry.				176,984	5.15	3,434,520
1304	Abbeville Sn. Ry.				295	1.51	19,580
1305	Ala. Midl. Ry.				4,571	.75	613,272
1306	Bruns. & Wn. R. R.				11,718	2.00	587,339
1307	Fla. Sn. R. R.				12,190	4.62	263,908
1309	Sanford & St. Petersb. R. R.				1,140	1.71	66,633
1310	Silver Spgs., Ocala & Gulf R. R.				1,069	.58	184,970
1311	Tampa & Thonotosassa R. R.						6,866
1312	Winston & Bone Vy. R. R.				1,014	2.08	48,798
1100	Southern Ry. ¹²		49,061	2,818	68,409	.74	9,277,503
	[Line west of Virginia and the Carolinas.]						
1317	Elberton Air Line R. R.	6,932			6,932	100.00	6,932
1318	Knoxv. & Ohio R. R.	224,863	736		225,599	100.00	225,599
1319	Roswell R. R.	1,913			1,913	100.00	1,913
1320	Sn. Ry. in Ky.	36,399			36,399	100.00	36,399
1321	Sn. Ry. in Miss.	58,894			58,894	100.00	58,894
1322	Watauga R. R.	200			200	100.00	200

¹ Report of Receivers for period, July 1 to December 14, 1895. Merged in Louisv. & Nashv. R. R.

² Financial report for period, July 1, 1895 to January 25, 1896.

³ Operating report of Receiver for period, January 26 to June 30, 1896.

⁴ Report covers operations of Receiver of Louisv., St. L. & Tex. Ry. for eleven months ending May 31, 1896.

⁵ Report of Receiver for nine months ending March 31, 1896. Reorganized as Macon & Birm. Ry.

⁶ Report for three months ending June 30, 1896. Reorganization of Macon & Birm. R. R.

⁷ Report for period, July 1 to December 21, 1895. Merged in Cent. of Ga. Ry.

⁸ Report of Receiver for period, August 12, 1895 to June 30, 1896.

⁹ Financial report for period, July 1 to August 11, 1895.

¹⁰ See page 434, No. 1276, for totals covering entire road.

¹¹ Report for seven months ending June 30, 1896. Reorganization of Birm., Sheff. & Tenn. Riv. Ry.

¹² See page 434, No. 1100, for totals covering entire road.

GROUP V. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

	19	20	21	22	23	24	25
No.	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. $\frac{100 \times \text{Col. 23}}{\text{Col. 25}}$	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
	Southern Ry.—Continued. [Line west of Virginia and the Carolinas.]						
1323	Ala. Gt. Sn. R. R.			2,655	5,911	.37	1,621,402
1324	Belt. Ry. of Chatt. ¹	4,125			4,125	100.00	4,125
1228	Knoxv., Cumb.Gap & Louisv. R. R. ²						81,018
1325	Knoxv., Cumb.Gap & Louisv. Ry. ³						94,250
1330	Talbotton R. R.						8,983
1337	Tifton & N. En. R. R. ⁴						7,552
1338	Tuskegee R. R. ⁵				32	.25	12,911
1339	Valdosta Sn. Ry.						10,149
1343	Wrightsv. & Tennille R. R....						92,233

¹ Report for period, September 28, 1895 to June 30, 1896. Reorganization of Chatt. Un. Ry.² Report of Receiver for period, July 1 to December 17, 1895.³ Report for period, December 18, 1895 to June 30, 1896; pending reorganization.⁴ Report for six months ending June 30, 1896.⁵ Partnership company.

GROUP VI. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
	Total—Group VI.....	9,658,912	3,041,792	3,297,145	18,277,599	7.25	252,070,591
1345	Abbotsf. & N. En. R. R.....						15,010
1346	Ahnapee & Wn. Ry.....						23,395
1347	Ames & College Ry.....						5,699
1349	Atch., Top. & S. Fe Ry. ¹		15,668	9,875	187,049	5.00	3,739,552
	[Line east of Kansas City, Mo.]						
171	Balt. & Ohio R. R.: ²						
741	Balt. & Ohio S. Wn. Ry. ³		905		3,839	.15	2,587,197
	[Line west of Vincennes, Ind.]						
1350	Belt Ry. of Chic.....						683,130
1351	Big Falls Ry.....						4,161
1352	Boone Vy. Coal & Ry. Co.....						187
1353	Brainerd & Nn. Minn. Ry.....						227,658
1354	Burl. Cedar Rap. & Nn. Ry.....				17,321	.35	4,895,304
1359	Wav. S. Line Ry.....	7,113			7,113	100.00	7,113
66	Canadian Pac. Ry.: ⁴						
1360	Duluth, S. Shore & Atl. Ry.....		41,307		46,546	2.35	1,976,896
1362	Minl. Range R. R.....		12,500		12,791	10.25	124,866
1363	Hancock & Calumet R. R.....						200,769
1364	Minneap., St. P. & S. S. Marie Ry.....						3,735,872
1365	Centralia & Chester R. R.....						99,274
1367	Chic. & Alt. R. R.....		32,500	220,950	260,421	3.28	7,951,346
1368	Joliet & Chic. R. R.....	105,750			105,750	100.00	105,750
1369	Kans. Cy., St. L. & Chic. R. R. ⁵	108,698			108,698	100.00	108,698
	[Line east of Missouri Riv.]						
1370	La. & Mo. Riv. R. R.....						
1373	Chic. & En. Ill. R. R.....		68,274	5,922	79,766	1.91	4,169,267
1374	Chic. & Wn. Ind. R. R.....	1,116,680			1,151,434	100.00	1,151,434
1375	Evansv., T. Haute & Chic. Ry.....	75,000			75,000	100.00	75,000
1376	Ind. Block Coal R. R.....	12,500			15,493	100.00	15,493
1377	Chic. & Ill. Sn. Ry.....						
1378	Chic. & Nn. Pac. R. R.....				57,507	7.34	783,584
1379	Chic. & N. Wn. Ry.....		637,078		672,308	1.94	34,669,929
1381	Oshkosh Transp. Co.....	7,705			7,705	100.00	7,705
1383	St. P. En. Gr. Trunk Ry.....	14,762			15,986	100.00	15,986
1385	Sioux Cy. & Pac. R. R.....				5,214	1.21	430,051
1386	Chic. & Tex. R. R.....						184,689
1387	Chic., Burl. & Quin. R. R. ⁶		904,254	686,877	1,591,131	8.60	18,494,231
	[Line east of Missouri Riv.]						
1388	Quin., Alt. & St. L. Ry.....	42,000			42,000	100.00	42,000
1389	Burl. & N. Wn. Ry.....				150	.26	58,369
1390	Burl. & Wn. Ry.....						83,467
1391	Chic., Burl. and Kans. Cy. Ry.....						369,425
1392	Chic., Burl. & Nn. R. R. of Wis. and Minn.....		3,000	6,500	9,500	.45	2,097,297
1394	Hann. & St. Jos. R. R.....				29,639	1.19	2,490,103
1395	Quin. R. R. Brg. Co.....	175,000			175,855	100.00	175,855
1396	Kans. Cy., St. Jos. & Coun. Bluffs R. R.....				14,360	.81	1,782,165
1397	Leav. Term. Ry. & Brg. Co.....	38,400			44,360	100.00	44,360

¹ Covers operations of Atch., Top. & S. Fe R. R. under Receivership for six months ending December 31, 1895, and of Atch., Top. & S. Fe Ry. for six months ending June 30, 1896. Group figures assigned by this Office. See page 434, No. 1349, for totals covering entire road.

² Inserted to show relation of road following.

³ See page 434, No. 741, for totals covering entire road.

⁴ Inserted to show relation of four roads following.

⁵ Group figures assigned by this Office. See page 434, No. 1369, for totals covering entire road.

⁶ Group figures assigned by this Office. See page 434, No. 1387, for totals covering entire road.

422 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VI. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23.
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
	Chic., Burl. & Quin. R.R.—Con- tinued. [Line east of Missouri Riv.]						
1398	St. L., Keokuk & N. Wn. R.R.				811, 106	28.92	2, 805, 745
1400	Chic., Ft. Mad. & Des M. Ry.						95, 961
1401	Chic. Gt. Wn. Ry.		5, 660		5, 660	.12	4, 709, 821
1404	Chic., Io. & Dak. Ry.						38, 114
1405	Chic., L. Shore & En. Ry.						2, 284, 278
1406	Calumet & Blue I. Ry.						
1407	Chic. & Kenosha Ry.						
1408	Chic. & S. En. Ry. (of Ill.)						
1409	Joliet & Blue I. Ry.						
1410	Milw., Bay V & Chic. R. R.						
1411	Chic., Milw. & St. P. Ry.		7, 327	16, 515	64, 857	.20	32, 952, 013
1413	Chic., Padu. & Memph. R. R.						94, 874
1414	Chic., Peoria & St. L. R. R. ¹				204	.05	377, 936
1400	Chic., Peoria & St. L. Ry. ²		6, 771		6, 771	1.15	586, 954
1415	Chic., Rock I. & Pac. Ry. ³		158, 783	47, 363	377, 709	3.10	12, 169, 788
	[Line east of Missouri Riv.]						
1416	Des M. & Ft. Dodge R. R.	144, 523		80	144, 627	100.00	144, 627
1417	Keokuk & Des M. Ry.	137, 500			137, 515	100.00	137, 515
1418	Peoria & Bureau Vy. R. R.	125, 000			125, 000	100.00	125, 000
1419	Chic., St. P., Minneap. & Om. Ry. ⁴		32, 132	4, 984	164, 944	2.21	7, 475, 863
	[Line east of Missouri Riv.]						
1421	Chippewa Riv. & Menomonie Ry.				32, 402	75.40	42, 967
789	Clev., Cin., Chic. & St. L. Ry. ⁵		4, 073	85	17, 507	.49	3, 609, 466
	[Line west of Terre Haute, Ind.]						
1422	Kank. & Seneca Ry.						86, 954
798	Peoria & En. Ry. ⁶						715, 845
	[Line west of Danville, Ill.]						
1424	Crooked Ck. R. R. & Coal Co.						12, 902
1426	Des M. Nn. & Wn. R. R.				375	.08	444, 032
1427	Des M. Un. Ry.						129, 855
1428	Drummond & S. Wn. Ry.						9, 559
1429	Duluth & Iron Range R. R.				22, 820	.98	2, 330, 456
1430	Duluth & Winnipeg R. R.				1, 443	.51	284, 007
1432	Duluth, Missabe & Nn. Ry.		500	300	16, 525	.91	1, 808, 506
1433	Duluth, Miss. Riv. & Nn. R. R.						145, 327
1434	Duluth, Red Wing & Sn. R. R.						79, 461
1436	E. St. L. Con. Ry.						163, 974
1437	Elgin, Joliet & En. Ry.						1, 292, 712
1440	Fulton Co. N. G. Ry.						43, 917
1442	Gt. Nn. Ry. ⁷		253, 722	35, 325	476, 053	3.86	12, 336, 419
	[Line east of Minot, N. Dak.]						
1443	St. P., Minneap. & Manit. Ry. ⁸	2, 949, 935			2, 958, 119	100.00	2, 958, 119
	[Line east of Minot, N. Dak.]						
1444	Duluth, Watert. & Pac. Ry.						23, 104

¹ Report for five months ending June 30, 1896. Reorganization of Chic., Peoria & St. L. Ry.² Report of Receivers for seven months ending January 31, 1896. Reorganized as Chic., Peoria & St. L. R. R.³ Group figures assigned by this Office. See page 434, No. 1415, for totals covering entire road.⁴ Group figures assigned by this Office. See page 434, No. 1419, for totals covering entire road.⁵ See page 434, No. 789, for totals covering entire road.⁶ See page 434, No. 798, for totals covering entire road.⁷ Group figures assigned by this Office. See page 435, No. 1442, for totals covering entire road.⁸ Group figures assigned by this Office. See page 435, No. 1443, for totals covering entire road.

GROUP VI. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Proportion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
	Gt. Nn. Ry.—Continued. [Line east of Minot, N. Dak.]						
1445	En. Ry. of Minn.....		3,000	10,500	53,824	2.76	1,950,794
1446	Duluth Term. Ry.....						44,329
1447	Willmar & Sioux Falls Ry.....						627,150
1448	Green Bay & Wn. R. R. ¹						23,010
1439	Green Bay, Win. & St. P. R. R. ²						401,627
1440	Green Bay, Stev. Pt. & Nn. R. R. ³	4,114			4,114	100.00	4,114
1449	Iola & Nn. R. R.....						4,415
1451	Hann. Un. Depot Co.....				3,204	13.69	23,407
1452	Hazelhurst & S. En. Ry. ⁴						8,132
1445	Humeston & Shen. R. R. ⁵						106,528
1218	Ill. Cent. R. R. ⁶		318,502	1,949,924	2,468,820	13.65	18,088,400
	[Line north of Cairo, Ill.]						
1455	Blue I. R. R.....	7 6,316			7 6,316	100.00	7 6,316
1456	Chic. & Springf. R. R.....						
1457	Chic., Havana & Wn. R. R.....	36,538			36,538	100.00	36,538
1458	Chic., Mad. & Nn. R. R.....	343,500			343,500	100.00	343,500
1459	Dubq. & Sioux Cy. R. R.....	903,729		32,235	936,402	100.00	936,402
1451	Cedar Falls & Minn. R. R. ⁸	103,819			103,819	100.00	103,819
1460	Kank. & S. Wn. R. R.....						
1461	Rantoul R. R.....	7 14,444			7 14,444	100.00	7 14,444
1462	St. L., Alt. & T. Haute R. R.....	9 358,085			359,461	52.18	688,840
1463	Bellev. & Carondelet R. R.....	30,000			30,002	100.00	30,002
1464	Bellev. & Eldo. R. R.....	17,677			17,677	100.00	17,677
1465	Bellev. & Sn. Ill. R. R.....	142,822			142,822	100.00	142,822
1466	Chic., St. L. & Padu. Ry.....	63,301			61,247	100.00	61,247
1467	St. L. Sn. R. R.....	63,722			63,722	100.00	63,722
1468	Carb. & Shawneet. R. R.....	10,000			10,000	100.00	10,000
1469	S. Chic. R. R.....	7 29,307			7 29,307	100.00	7 29,307
1470	Ill. Term. R. R.....						5,073
839	Ind., Dec. & Wn. Ry. ¹⁰						241,002
	[Line in Illinois.]						
840	Ind., Ill. & Io. R. R. ¹¹		28		28	.01	301,488
	[Line in Illinois.]						
1471	Io. Cent. Ry.....				14,336	.77	1,854,044
1472	Keithsburg Brg. Co.....	35,460			35,460	100.00	35,460
1473	Albia & Centerv. Ry.....				5	.01	43,030
1474	Io. Nn. Ry.....						13,372
1476	Jacksonv., Louisv. & St. L. Ry.....						210,831
1479	Kans. Cy. & Atl. R. R.....						19,361
1480	Keokuk & Ham. Brg. Co.....						54,116
1481	Keokuk & Wn. R. R.....						424,307
1482	{ Des M. & Kans. Cy. Ry. ¹²						49,982
	{ Des M. & Kans. Cy. Ry. ¹³						61,711
1483	Kewaunee, Green Bay & Wn. R. R.....						70,570
1484	Kickapoo Vy. & Nn. Ry.....						19,229
1487	L. Sup. Term. & Tr. Ry.....						81,177

¹ Report for period, June 10 to June 30, 1896. Reorganization of Green Bay, Win. & St. P. R. R.² Report for period, July 1, 1895 to June 9, 1896. Reorganized as Green Bay & Wn. R. R.³ Report for period, July 1, 1895 to June 9, 1896. Consolidated into Green Bay & Wn. R. R.⁴ Report for five months ending June 30, 1896.⁵ Report for ten months ending April 30, 1896. Merged in Chic., Burl. & Quin. R. R.⁶ See page 434, No. 1218, for totals covering entire road.⁷ Debit item.⁸ Report for eleven months ending May 31, 1896. Merged in Dubq. & Sioux Cy. R. R.⁹ For nine months ending June 30, 1896.¹⁰ See page 434, No. 839, for totals covering entire road.¹¹ See page 434, No. 840, for totals covering entire road.¹² Report for period, July 1 to December 4, 1895.¹³ Report for period, December 5, 1895 to June 30, 1896.

424 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VI. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
1488	La Salle & Bureau Co. R. R.						14,450
1489	Litchf., Carrollton & Wn. R. R.						63,546
1240	Louisv. & Nashv. R. R. ¹ [Line north of Ohio Riv.]						1,110,126
1491	Manistique Ry						115,536
1492	Marinette, Tomahawk & Wn. Ry. ²						2,108
1493	Marshf. & S. En. Ry. ³						7,877
1494	Mason Cy. & Ft. Dodge R. R.						166,649
1496	Milw. & Sup. Ry				601	1.86	32,344
1497	Minneap. & St. L. R. R.		9,022	21,445	57,999	2.68	2,165,653
1498	Wis., Minn. & Pac. R. R.				885	.77	329,736
1499	Minneap. En. Ry						54,924
1501	Minneap. Un. Ry				272	.09	291,599
1276	Mobile & Ohio R. R. ⁴ [Line north of Cairo, Ill.]						909,429
1505	St. L. & Cairo R. R.	196,750			196,750	100.00	196,750
1506	Munising Ry						
1508	Nn. Pac. R. R. ⁵ [Line east of Montana.]		267,413	9,638	358,600	3.57	10,042,834
1509	Duluth & Manit. R. R.	155,050			155,050	100.00	155,050
1512	James Riv. Vy. R. R.						
1516	Little Falls & Sn. R. R.						
1519	St. P. & Nn. Pac. Ry	894,640			900,355	100.00	900,355
1522	Chic. & Calumet Term. Ry				3,557	1.06	337,858
1523	N. Wn. Coal Ry				35,057	53.28	65,799
1524	Om. & St. L. Ry						317,384
1525	Pawnee R. R.				96	.88	10,936
1527	Peoria & Pekin Un. Ry						671,935
1528	Peoria, Dec. & Evansv. Ry		15,000		15,000	1.68	891,106
1529	Port Arthur, Duluth & Wn. Ry. of Minn.						
1531	Quin., Om. & Kans. Cy. Ry						289,742
1532	Rice L., Dallas & Menomonie Ry.						8,453
1533	Rock I. & Peoria Ry		480		9,858	1.56	630,425
1534	Rockp., Lang. & Nn. Ry						6,247
1536	St. Jos. Term. R. R.						232,063
1537	St. Jos. Un. Depot Co.						15,600
1538	St. L. & En. Ry						
1539	St. L. & Peoria R. R.						
1541	St. L. & Hann. Ry						148,552
1542	St. L., Bellev. & Sn. Ry						15,380
1543	St. L., Chic. & St. P. R. R.				135	.05	290,727
1544	St. L., Indpls. & En. R. R.						71,130
1545	St. P. & Duluth R. R.		51,000	70	70,291	4.22	1,665,962
1546	Duluth S. Line Ry	25,000			25,000	100.00	25,000
1548	St. Cloud, Grantsb. & Ashl. R. R.						
1549	Stillwater & St. P. R. R.	20,000			20,000	100.00	20,000
1550	Taylor's Falls & L. Sup. R. R.	12,600	6,000		18,600	100.00	18,600
1551	St. P. Un. Depot Co.						138,593
1552	S. S. Marie Brg. Co						62,158
1553	Sioux Cy. & Nn. R. R.						265,194
1560	Tabor & Nn. Ry						8,582

¹ See page 434, No. 1240, for totals covering entire road.² Report for six months ending June 30, 1896.³ Report for period, February 20 to June 30, 1896. Reorganization of Port Edw., Centralia & Nn. Ry.⁴ See page 434, No. 1276, for totals covering entire road.⁵ Figures cover 2,042.75 miles, group portion of whole line; 265.12 miles not in United States. Group figures assigned by this Office. See page 435, No. 1508, for totals covering entire road.

GROUP VI. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

	19	20	21	22	23	24	25
No.	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income 100 × Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>
964	T. Haute & Indpls. R. R. ¹ [Line in Illinois.]						2,123,738
1561	{ E. St. L. & Carondelet Ry. (lessee).				95	.11	86,167
	{ E. St. L. & Carondelet Ry. (lessor).	30,187			30,187	100.00	30,187
1562	St. L., Van. & T. Haute R. R.	509,347			509,416	100.00	509,416
1563	T. Haute & Peoria R. R.	127,775			129,091	100.00	129,091
1564	Tol., Peoria & Wn. Ry.						1,010,270
973	Tol., St. L. & Kans. Cy. R. R. ² [Line in Illinois.]						627,631
978	Wabash R. R. ³ [Line west of Danville, Ill.]		91,088	1,183	92,494	1.20	7,677,905
1570	La. & Pike Co. R. R.	800			800	100.00	800
1572	Wabash, Chester & Wn. R. R.				54	.06	92,171
1574	Waukegan & Miss. Vy. Ry.						35,033
1576	Win. & Wn. Ry.						158,559
1577	Win. Brg. Ry.						20,628
1578	Wis. & Chippewa Ry.						7,784
1579	Wis. & Mich. Ry.						95,217
1580	Wis. Cent. Co.		95,805	222,842	330,347	12.62	2,617,583
1581	Chic., Wis. & Minn. R. R.	367,204		14,532	381,736	100.00	381,736
1582	Wis. Cent. R. R.				493	.02	2,108,431
1583	Milw. & L. Winn. R. R.	191,253			191,253	100.00	191,253
1584	Packw. & Mont. R. R.	5,040			5,040	100.00	5,040

¹ See page 434, No. 964, for totals covering entire road.² Group figures assigned by this Office. See page 434, No. 973, for totals covering entire road.³ Group figures assigned by this Office. See page 434, No. 978, for totals covering entire road.

426 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VII. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

	19	20	21	22	23	24	25
No.	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16 + 23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
	Total—Group VII.....	1, 194, 266	607, 292	324, 897	2, 486, 833	6. 23	39, 925, 191
1586	Black H. & Ft. Pierre R. R.....						124, 884
1587	Butte, Anaconda & Pac. Ry.....						932, 186
1379	Chic. & N. Wn. Ry.: ¹						
1588	Frem., Elk. & Mo. Vy. R. R.....						2, 972, 104
1387	Chic., Burl. & Quin. R. R. ²		350, 260	266, 060	657, 693	7. 02	9, 373, 046
	[Line west of Missouri Riv.]						
1419	Chic., St. P., Minneap. & Om. Ry. ³		3, 971	616	20, 386	2. 47	826, 700
	[Line west of Missouri Riv.]						
1591	Gt. Falls & Can. Ry.....						88, 646
1442	Gt. Nn. Ry. ⁴		102, 684	14, 296	192, 663	6. 90	2, 791, 405
	[Line between Minot, N. Dak., and Idaho.]						
1443	St. P., Minneap. & Manit. Ry. ⁵	1, 193, 396			1, 196, 707	100. 00	1, 196, 707
	[Line between Minot, N. Dak., and Idaho.]						
1592	Mont Cent. Ry.....				2, 870	. 16	1, 774, 074
1694	Mo. Pac. Ry.: ¹						
1595	Pac. Ry. in Nebr.....						
1508	Nn. Pac. R. R. ⁶		135, 163	4, 871	181, 253	2. 92	6, 198, 034
	[Line in Idaho and Mon- tana.]						
1598	Hel. & Red Mtn. R. R.....						
1599	Nn Pac. & Mont. R. R.....						
1602	Om. Brg. & Term. Ry.....						22, 179
1603	Sioux Cy. O'Neill & Wn Ry.....				646	. 42	152, 719
1604	Un. Pac. Ry. ⁷		15, 214	38, 535	176, 335	1. 54	11, 453, 692
	[Union and Cheyenne Divs.]						
1605	Lar., N. Park & Pac. R. R. & Tel Co.	870			870	100. 00	870
1606	Brighton & Bould. Brh. R. R.....						30, 892
1607	Carb. Cut Off Ry.....						43, 413
1608	Kear. & Black H. Ry.....			519	519	1. 76	29, 397
1609	Mont. Un. Ry.....				1, 368	. 30	462, 155
1611	Om. & Repub. Vy. Ry.....						676, 793
1612	St. Jos. & Gr. I. R. R.....						630, 229
1613	Kans. Cy. & Om. R. R.....				55, 523	38. 28	145, 066

¹ Inserted to show relation of road following.² Group figures assigned by this Office. See page 434, No. 1387, for totals covering entire road.³ Group figures assigned by this Office. See page 434, No. 1419, for totals covering entire road.⁴ Group figures assigned by this Office. See page 435, No. 1442, for totals covering entire road.⁵ Group figures assigned by this Office. See page 435, No. 1443, for totals covering entire road.⁶ Group figures assigned by this Office. See page 435, No. 1508, for totals covering entire road.⁷ Group figures assigned by this Office. See page 435, No. 1604, for totals covering entire road.

GROUP VIII. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
	Total—Group VIII.....	2, 856, 649	414, 817	753, 582	5, 475, 255	5. 65	96, 905, 612
1614	Ark. & Choctaw Ry. ¹						14, 341
1616	Ark. Midl. R. R.....				6, 654	5. 90	112, 712
1617	Ark. Sn. R. R.....						41, 323
1349	Atch., Top. & S. Fe Ry. ² [Line west of Kans. Cy., Mo.]		54, 032	34, 052	645, 020	3. 52	18, 303, 256
1621	Atl. & Pac. R. R. ³ [Central Division.]						162, 546
1622	Colo. Midl. R. R.....						1, 907, 233
1623	Busk Tun. Ry.....	90, 500			90, 726	100. 00	90, 726
1624	Manh., Al. & Bgame. Ry.....						42, 106
1625	St. L. & San Fran. Ry.....		193	144	41, 765	. 68	6, 097, 777
1627	Ft. Smith & Van Buren Brg. Co.	79, 377			79, 377	100. 00	79, 377
1628	Kans. Cy. & S. Wn. R. R....	44, 640			44, 640	100. 00	44, 640
1629	Kans. Midl. Ry.....	64, 320			64, 320	100. 00	64, 320
1633	St. L., Kans. & S. Wn. R. R.	53, 400			53, 400	100. 00	53, 400
1634	St. L., Salem & Ark. Ry....	40, 500			40, 500	100. 00	40, 500
1635	St. L., Kans. Cy. & Colo. R. R						90, 187
1636	Wich. & Wn. Ry.....						71, 976
1639	Brownwood & N. Wn. Ry. ⁴						3, 282
1642	Chester, Perryv., S. Genevieve & Farm. R. R.						12, 212
1367	Chic. & Alt. R. R.: ⁵						
1369	Kans. Cy., St. L. & Chic. R. R. ⁶	208, 392			208, 392	100. 00	208, 392
	[Line west of Missouri Riv.]						
1643	Chic. & Atch. Brg. Co.....				2, 469	4. 48	55, 138
1415	Chic., Rock I. & Pac. Ry. ⁷ [Line west of Missouri Riv.]		51, 164	15, 262	121, 708	2. 30	5, 297, 102
1644	Choctaw, Oklahoma & Gulf R. R.				61, 728	11. 67	529, 294
1646	Crystal Ry.....						12, 971
1649	Denver & Rio G. R. R.....			73, 055	93, 895	1. 23	7, 630, 682
1651	Rio G. Gunnison Ry.....	6, 000			6, 000	100. 00	6, 000
1652	Rio G. Jctn. Ry.....	92, 500			92, 500	100. 00	92, 500
1653	Denver, Lakewood & Golden R. R.						33, 089
1654	Eureka Spgs. Ry.....						62, 743
1655	Excelsior Spgs. R. R.....						15, 226
1656	Flor. & Cripple Ck. R. R.....						527, 374
1660	Ham. & Kingst. R. R.....						5, 279
1663	Houck's Mo. & Ark. R. R.....						5, 670
1664	Hutchinson & Sn. R. R.....						57, 660
1666	Kans. Cy. Belt Ry.....						212, 889
1667	Kans. Cy., Ft. Scott & Memph. R. R.		81, 000		81, 000	2. 02	4, 006, 694
1668	Current Riv. R. R.....						143, 070
1669	Kans. Cy. & Memph. Ry. & Brg. Co.				4, 386	1. 41	310, 699
1670	Kans. Cy., Clinton & Springf. Ry.				165	. 04	404, 081

¹ Report for period, August 31, 1895 to June 30, 1896.

² Covers operations of Atch., Top. & S. Fé R. R. under Receivership for six months ending December 31, 1895, and of Atch., Top. & S. Fe Ry. for six months ending June 30, 1896. Group figures assigned by this Office. See page 434, No. 1349, for totals covering entire road.

³ See page 434, No. 1621, for totals covering entire road.

⁴ Report for six months ending June 30, 1896.

⁵ Inserted to show relation of road following.

⁶ Group figures assigned by this Office. See page 434, No. 1369, for totals covering entire road.

⁷ Group figures assigned by this Office. See page 434, No. 1415, for totals covering entire road.

428 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VIII. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
1671	Kans. Cy. N. Wn. R. R.....				249	.09	292, 150
1672	Kans. Cy. & Beatrice Ry.....						4, 431
1673	Kans. Cy., Osceola & Sn. Ry.....						166, 782
1674	Kans. Cy., Pittsb. & Gulf R. R.....			22, 813	22, 813	3.92	581, 833
1676	Texarkana & Ft. Smith Ry.....						113, 594
1678	Kans. Cy. Suburban Belt R. R.....			15, 000	15, 000	6.67	224, 883
1680	Kans. Cy. & Indep. Air Line R. R.....				1 7, 264	12.48	58, 199
1681	Leav., Top. & S. Wn. Ry.....						42, 897
1683	Little Rock & Memph. R. R.....				6, 202	1.69	367, 296
1686	Manitou & Pikes Peak Ry.....				112	.17	65, 984
1687	Midl. Term. Ry.....						427, 623
1689	Miss. Riv. & Bonne T. Ry.....		1, 125		14, 512	6.39	227, 091
1691	Mo., Kans. & Tex. Ry. ² [Line north of Denison, Tex.]						6, 997, 880
1692	Denison & Washita Vy. Ry.....	60, 000			60, 000	100.00	60, 000
1693	Kans. Cy. & Pac. Ry.....	100, 000			100, 000	100.00	100, 000
1675	Mo., Kans. & En. Ry. ³	206, 250			206, 250	100.00	206, 250
1694	Mo. Pac. Ry.....		168, 662	171, 675	734, 315	6.18	11, 875, 102
1695	Boonv., St. L. & Sn. Ry.....	25, 000			25, 000	100.00	25, 000
1698	Kanop. & Kans. Cent. Ry.....						
1699	Kans. & Colo. Pac. Ry.....	40, 300			40, 300	100.00	40, 300
1700	Pueb. & State Line R. R.....	113, 500			113, 500	100.00	113, 500
1701	Kans. Cy. & S. Wn. Ry. (of Mo.)						
1702	Kans. Cy. & S. Wn. Ry. (of Kans.)						
1703	Kans. S. Wn. Ry.....						
1704	Le Roy & Caney Vy. Air Line R. R.....	26, 000			26, 000	100.00	26, 000
1707	Rooks Co. R. R.....						
1708	St. L., Oak H. & Carondelet Ry.....						
1709	Cent. Brh. Un. Pac. R. R.....				792	.11	692, 612
1710	Atch., Colo. & Pac. R. R.....	253, 500			253, 500	100.00	253, 500
1711	Atch., Jew. Co. & Wn. R. R.....	33, 875			33, 875	100.00	33, 875
1712	Kans. Cy., Law. & Wich. R. R.: ⁴						
1713	Law. & Emp. Ry.....						
1714	St. L., Iron Mtn. & Sn. Ry.....		49, 855	875	112, 465	1.01	11, 168, 803
1715	Kans. & Ark. Vy. Ry.....	170, 600			170, 600	100.00	170, 600
1716	Little Rock & Ft. Smith Ry.....	334, 575			334, 575	100.00	334, 575
1717	Little Rock Jetn. Ry.....	26, 520			26, 520	100.00	26, 520
1718	Ark. & La. Ry.....				369	.91	40, 668
1722	Mo. Sn. R. R.....						30, 914
1724	Pine Bluff & En. R. R.....						11, 193
1725	Prescott & N. Wn. R. R.....						14, 439
1727	Rio G. Sn. R. R.....				1, 376	.28	490, 610
1728	St. Clair, Mad. & St. L. Belt R. R.....						22, 871
1729	St. L., Cape Gir. & Ft. Smith Ry.....						113, 931
1730	St. L., Kennett & Sn. R. R.....						37, 034
1731	St. L. S. Wn. Ry.....			409, 098	409, 098	12.01	3, 405, 214
1732	Paragould S. En. Ry.....						17, 021
1733	St. L. Tr. Ry.....				4, 329	3.50	123, 682
1734	Searcy & W. Pt. R. R.....						20, 713
1735	Silverton R. R.....						75, 890
1736	Silverton Nn. R. R. ⁵						2, 494

¹ Debit item.² See page 435, No. 1691, for totals covering entire road.³ Report for period, July 1, 1895 to June 1, 1896, Merged in Mo., Kans. & Tex. Ry.⁴ Files no report; inserted to show relation of road following.⁵ Report for period, November 4, 1895 to June 30, 1896.

GROUP VIII. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

	19	20	21	22	23	24	25
No.	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100× Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>
1738	Stuttgart & Ark. Riv. R. R.						18,705
1739	Term. R. R. Assn. of St. L.				191,263	9.06	2,109,404
1740	St. L. Brg. Co.	591,900			591,900	100.00	591,900
1741	Tunnel R. R. of St. L.	75,000			75,000	100.00	75,000
1742	St. L. Merchants Brg. Term. Ry.						617,808
1743	Mad., Ill. & St. L. Ry.						
1744	St. L. Merchants Brg. Co. ..	120,000			120,000	100.00	120,000
1745	Texarkana & Shrevept. R. R. ...				65	.16	40,459
1746	Ultima T., Arkadel. & Miss. R. R.						30,961
1604	Un. Pac. Ry. ¹ [Kans. Div. and Leaven- worth Brh.]		2,786	7,058	32,296	1.14	2,838,287
1748	Denver, Leadv. & Gunnison Ry.				2,955	.40	740,826
1749	Jctn. Cy. & Ft. Kear. Ry.						93,432
1750	Kans. Cent. R. R.						140,847
1751	Sal. & S. Wn. Ry.						39,492
1752	Solomon R. R.						79,030
1755	Un. Pac., Denver & Gulf Ry.		6,000	4,550	18,454	.59	3,142,363
1756	Un. Pac., Linc. & Colo. Ry.						161,690
1757	White & Black Riv. Vy. Ry. ...				189	.27	69,996
1758	Williamsv., Greenv. & St. L. Ry.						42,991

¹ Group figures assigned by this Office. See page 435, No. 1604, for totals covering entire road

430 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP IX. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
	Total—Group IX.....	Dollars. 1, 296, 554	Dollars.	Dollars. 239, 181	Dollars. 2, 019, 053	Per cent. 4. 54	Dollars. 44, 518, 270
1760	Aransas Harb. Term. Ry. ¹						
1349	Atch., Top. & S. Fe Ry.: ²						
1761	Gulf, Colo. & S. Fe Ry.....						4, 695, 958
1415	Chic., Rock I. & Pac. Ry.: ²						
1764	Chic., Rock I. & Tex. Ry.....						355, 399
1765	De Kalb & Red Riv. R. R.....						6, 273
1766	E. La. R. R.....						89, 313
1768	Ft. Wor. & Rio G. Ry.....						387, 127
1770	Galv., Houston & Hend. R. R. of 1882.....				9, 690	2. 01	482, 164
1771	Galv., La Porte & Houston Ry.....						11, 122
1773	Gulf, Beaumont & Kans. Cy. Ry.....						83, 140
1775	Hearne & Brazos Vy. R. R.....						29, 475
1777	Houston E. & W. Tex. Ry.....						525, 530
1778	Houston & Shrevept. R. R.....						89, 004
1779	Internat. & Gt. Nn. R. R.....			30	34, 772	1. 08	3, 208, 884
1780	Jackson R. R.....						17, 545
1781	Kans. Cy., Watkins & Gulf Ry.....				³ 1, 063	. 69	154, 960
1788	Mansf. Ry. & Transp. Co.....						4, 715
1790	Minden R. R.....						12, 129
1691	Mo., Kans. & Tex. Ry. ⁴ [Line south of Denison, Tex.]						4, 039, 108
1791	Wich. Falls Ry.....	13, 302			13, 302	100. 00	13, 302
1792	Sherman, Shrevept. & Sn. Ry.....						320, 421
1793	Natchez, Red Riv. & Tex. R. R.....						11, 904
1794	Natchitoches & Red Riv. Vy. Ry.....						20, 329
1795	N. O. & N. Wn. Ry.....				15, 335	12. 02	127, 564
1801	Paris, Marsh. & Sab. Pass Ry.....						15, 953
1803	Pecos Vy. Ry.....			34, 800	36, 111	38. 33	94, 217
1804	Pecos Riv. R. R.....						31, 296
1805	Rio G. R. R.....				332	. 75	44, 316
1806	Rio G. & Eagle Pass Ry.....				2, 000	4. 67	42, 784
1807	Rio G. Nn. Ry.....						
1810	St. L., Avoyelles & S. Wn. Ry.....						
1731	St. L. S. Wn. Ry.: ⁵						
1811	St. L. S. Wn. Ry. of Tex.....			3, 242	3, 242	. 19	1, 752, 944
1812	Tyler S. En. Ry.....			227	227	. 15	147, 822
1813	San Ant. & Aransas Pass Ry.....						1, 901, 738
1816	Sn. Pac. Co. ⁶ [Line in Louisiana.]			132, 775	272, 881	6. 36	4, 293, 688
1817	Iberia & Vermilion R. R.....	12, 115			12, 115	100. 00	12, 115
1818	La. Wn. R. R.....	280, 256			285, 989	100. 00	285, 989
1819	Morgan's La. & Tex. R. R....	969, 631		40, 992	1, 090, 113	100. 00	1, 090, 113
1820	Austin & N. Wn. R. R.....				9, 356	3. 73	251, 026
1821	Cent. Tex. & N. Wn. Ry.....				4, 943	7. 10	69, 642
1822	Galv., Harrisb. & San Ant. Ry.....						4, 978, 395
1823	Gulf, Wn. Tex. & Pac. Ry.....				5, 546	6. 11	90, 744
1824	Houston & Tex. Cent. R. R.....			840	12, 095	. 39	3, 103, 938
1825	Ft. Wor. & N. O. Ry.....				285	. 14	209, 676
1826	N. Y., Tex. & Mexican Ry.....						215, 650
1827	Tex. & N. O. R. R.....				90, 755	5. 97	1, 520, 412
1808	Tex. Transp. Co. ⁷						23, 071

¹ Report for period, January 23 to June 30, 1896.

² Inserted to show relation of road following.

³ Debit item.

⁴ See page 435, No. 1691, for totals covering entire road.

⁵ Inserted to show relation of two roads following.

⁶ See page 435, No. 1816, for totals covering entire road.

⁷ Report for eleven months ending May 31, 1896. Merged in Tex. & N. O. R. R.

GROUP IX. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

	19	20	21	22	23	24	25
No.	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100× Col. 23 Col. 25	Total earnings and income. Col. 16+23
		Lease of road.	Stocks.	Bonds.			
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>
1828	Sugar Land Ry.....						15,734
1829	Teche R. R. & Sugar Co.....						
1830	Tex. & Pac. Ry.....			3,495	52,357	.76	6,873,887
1831	El Paso Nn. Ry.....						563
1832	Tex. Cent. R. R.....						314,557
1834	Tex., La. & En. R. R.....						28,036
1835	Tex. Mexican Ry.....						148,370
1836	Tex. Midl. R. R.....				129	.09	142,006
1837	Tex., Sab. Vy. & N. Wn. Ry.....						34,808
1840	Tex. Trunk R. R.....				53	.09	60,510
1604	Un. Pac. Ry.: ¹						
1755	Un. Pac., Denver & Gulf Ry.: ²						
1843	Ft. Wor. & Denver Cy. Ry.....			22,780	32,035	3.07	1,044,188
1844	Ft. Wor. & Denver Term. Ry.	10,000			10,000	100.00	10,000
1845	Pan Handle Ry.....	11,250			11,250	100.00	11,250
1846	Velasco Term. Ry.....						24,143
1847	Vicksb., Shrevept. & Pac. R. R.....				14,706	2.62	558,270
1848	Waco & N. Wn. R. R.....				247	.09	290,498
1849	Weatherf., Minl. Wells & N. Wn. Ry.				250	.47	52,854
1851	Wich. Vy. Ry.....						47,701

¹ Inserted to show relation of four roads following.

² Inserted to show relation of three roads following.

432 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP X. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

	19	20	21	22	23	24	25
No.	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16 + 23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
	Total—Group X.....	11, 856, 280	270, 237	232, 681	13, 872, 834	18. 48	75, 050, 295
1855	Ariz. & New Mex. Ry.....						229, 452
1856	Ariz. & S. En. R. R.....						237, 420
1349	Atch., Top. & S. Fe Ry.: ¹						
1621	Atl. & Pac. R. R. ² [Western and California Divs.]				³ 867	. 02	3, 619, 753
1857	New Mex. and Ariz. R. R.....						141, 840
1858	Sn. Cal. Ry.....						2, 164, 508
1860	Bellingham Bay & British Col. R. R.				100	. 24	41, 538
1861	Bellingham Bay & En. R. R.....						38, 669
1862	Belt R. R. of San Fran.....				5, 934	17. 83	33, 264
1863	Blakely R. R.....						59, 911
1866	Buckspt. & Elk Riv. R. R.....						29, 708
1867	Cal. Ry.....				737	4. 81	15, 323
1869	Cal. En. Ry.....						12, 395
1870	Carson & Colo. Ry.....						149, 965
1873	Cent. Wash. R. R. ⁴						54, 707
1875	Col. & Puget Sd. R. R.....				18, 979	7. 30	259, 789
1876	Colusa & L. R. R.....				418	2. 98	14, 026
1877	Coos Bay, Roseb. & En. R. R. & Nav. Co. ⁵						
1878	Coronado R. R.....						28, 401
1879	Eel Riv. & Eureka R. R.....						92, 318
1881	Eureka & Palisade R. R.....			7, 000	8, 103	12. 08	67, 055
1882	Everett & Monte Cristo Ry.....				2, 679	2. 71	98, 886
1884	Gila Vy., Globe & Nn. Ry.....						96, 360
1442	Gt. Nn. Ry. ⁶ [Line west of Montana.]		47, 225	6, 575	88, 607	8. 95	990, 495
1443	St. P., Minneap. & Manit. Ry. ⁷ [Line west of Montana.]	549, 535			551, 059	100. 00	551, 059
1891	Ilwaco Ry. & Nav. Co.....				7, 858	31. 97	24, 579
1892	Indep. & Monmouth Ry.....						1, 792
1896	Los Ang. & Redondo Ry.....				223	. 35	64, 557
1897	Los Ang. Term. Ry.....						106, 105
1898	Maricopa & Phoenix & Salt Riv. Vy. R. R. ⁸						103, 115
1903	Nev.-Cal.-Oregon Ry.....				76	. 13	59, 356
1904	Nev. Cent. R. R.....						31, 470
1905	Nev. Co. N. G. R. R.....						105, 840
1906	N. Pac. Coast R. R.....						353, 365
1508	Nn. Pac. R. R. ⁹ [Line west of Idaho.]		82, 923	2, 989	111, 200	2. 51	4, 436, 710
1909	Coeur d'Alene Ry. & Nav. Co.						
1913	Spokane & Palouse Ry.....	88, 300			88, 300	100. 00	88, 300
1917	Seattle, L. Shore & En. Ry.....						322, 268
1918	Nn Pac. Term. Co. of Oregon.....						315, 072
1919	Ogden & Hot Spgs. Ry.....						2, 421
1920	Ogden Un. Ry. & Depot Co.....						63, 421
1921	Oregon Cent. & En. R. R.....						89, 513
1922	Pac. Coast Ry.....				307	. 30	102, 511
1923	Pac. Lum. Co.'s R. R.....						4, 935
1924	Pac. Lum. & Wood Co.'s R. R.....						15, 307

¹ Inserted to show relation of three roads following.

² See page 435, No. 1621, for totals covering entire road.

⁴ Report of Receiver for eight months ending June 30, 1896.

⁶ Group figures assigned by this Office. See page 435, No. 1442, for totals covering entire road.

⁷ Group figures assigned by this Office. See page 435, No. 1443, for totals covering entire road.

⁸ Includes operations of Maricopa & Phoenix R. R. for period, July 1 to December 4, 1895.

⁹ Group figures assigned by this Office. See page 435, No. 1508, for totals covering entire road.

³ Debit item.

⁵ Road under construction.

GROUP X. TABLE III.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

	19	20	21	22	23	24	25
No.	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous	Propor- tion to total earnings and income. 100× Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
1928	Port Townsend Sn. R. R.						13, 748
1929	Rio G. Wn. Ry.		35, 000	86, 680	122, 530	4. 81	2, 544, 888
1932	Rogue Riv. Vy. Ry.						4, 788
1934	Salt L. & Los Ang. Ry.						34, 297
1935	Salt L. & Mercur R. R.						58, 153
1938	San Diego, Cuyamaca & En. Ry						39, 635
1939	San Diego, Pac. B. & La Jolla Ry.				20	. 16	12, 645
1940	San Fran. & N. Pac. Ry.						790, 958
1942	San Pete Vy. Ry.						14, 263
1944	S. Fe, Prescott & Phoenix Ry.				49, 993	8. 57	583, 707
1945	Seashore R. R.				10	. 10	10, 499
1946	Seattle & Nn. Ry.				¹ 286	. 70	40, 065
1947	Seattle Warehouse & Term. Co.						
1949	Sierra Vys. Ry.						8, 049
1950	Silv. Cy. & Nn. R. R.						19, 823
1816	Sn. Pac. Co. ²		105, 000	83, 243	763, 550	2. 31	32, 990, 174
	[Pacific System.]						
1952	Cal. Pac. R. R.	600, 000			600, 000	100. 00	600, 000
1953	Cent. Pac. R. R.	4, 267, 630	128	4	5, 088, 750	100. 00	5, 088, 750
1954	Northern Ry.	359, 056			513, 384	100. 00	513, 384
1955	Nn. Cal. Ry.	53, 700			53, 700	100. 00	53, 700
1956	Oregon & Cal. R. R.	151, 289			197, 260	100. 00	197, 260
1958	S. Pac. Coast Ry.	220, 000			220, 000	100. 00	220, 000
1959	Sn. Pac. R. R. of Ariz.	808, 366			809, 381	100. 00	809, 381
1960	Sn. Pac. R. R. of Cal.	3, 865, 717			³ 3, 729, 301	100. 00	3, 729, 301
1961	Sn. Pac. R. R. of New Mex.	375, 819			403, 091	100. 00	403, 091
1962	Spokane Falls & Nn. Ry.						358, 800
1963	Sumpter Vy. Ry.						40, 993
1964	Tacoma & L. Cy. R. R. & Nav. Co. ⁴						2, 134
1604	Un. Pac. Ry. : ⁵						
1966	Echo & Park Cy. Ry.						82, 472
1967	Oregon S. Line & Utah Nn. Ry.		¹ 39	30, 790	81, 510	1. 43	5, 714, 236
1968	Boise Cy. Ry. & Term. Co.	7, 174			7, 174	100. 00	7, 174
1969	Oregon Ry. & Nav. Co. (lessee).			15, 400	¹ 159, 941	4. 45	3, 593, 003
1970	Cascade R. R.						
1971	Col. & Palouse R. R.	169, 740			169, 740	100. 00	169, 740
1972	Mill Ck. Flume & Mfg. Co.						
1973	Oregon Ry. Ex. Co.	75, 579			75, 579	100. 00	75, 579
1974	Walla W. & Col. Riv. R. R.	42, 000			42, 000	100. 00	42, 000
1975	Wash & Idaho R. R.	222, 375			222, 375	100. 00	222, 375
1977	United Verde & Pac. Ry.						103, 295
1978	Utah Cent. Ry.						74, 158
1980	Va. & Truckee R. R.						213, 526
1981	Visalia R. R.						15, 564
1982	Visalia & Tulare R. R.						8, 992
1984	Wash. & Col. Riv. Ry.						213, 930
1985	Yreka R. R.						14, 286

¹ Debit item.

² See page 435, No. 1816, for totals covering entire road.

³ Debit item \$136,416, on account of "miscellaneous income," deducted.

⁴ Report for period, July 1, 1895 to May 8, 1896.

⁵ Inserted to show relation of ten roads following.

TABLE III.—SUPPLEMENT.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896.

B.—Income from Property Owned but not Operated.

[Showing totaled figures for certain roads lying in more than one group.]

No.	19 Abbreviated name of road.	20	21	22	23	24	25
		INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100×Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.
66	Canadian Pac. Ry. ¹			280,470	392,716	1.88	20,923,755
171	Balt. & Ohio R. R. ²		461,837	35,267	776,785	3.14	24,721,567
741	Balt. & Ohio S. Wn. Ry. ³		2,262		9,598	.15	6,467,993
328	Erie R. R. ⁴		11,648	1,601	13,334	.09	15,491,271
459	N. Y., L. Erie & Wn. R. R. ⁵		11,449	105,390	129,174	1.06	12,195,351
789	Clev., Cin., Chic. & St. L. Ry. ⁶		15,359	320	66,609	.48	13,771,144
798	Peoria & En. Ry. ⁷						1,902,325
839	Ind., Dec. & Wn. Ry. ⁸						482,004
840	Ind., Ill. & Io. R. R. ⁹		60		60	.01	786,132
912	Norf. & Wn. R. R. ¹⁰		34,656		34,656	.32	10,888,455
964	T. Haute & Indpls. R. R. ¹¹						4,077,533
970	Tol. & Ohio Cent. Ry. ¹²						
971	Kanawha & Mich. Ry. ¹³				1,322	.28	472,107
973	Tol., St. L. & Kan. Cy. R. R. ¹⁴						2,005,756
978	Wabash R. R. ¹⁵		138,601	1,800	140,740	1.08	13,020,560
1027	Ches. & Ohio Ry. ¹⁶			82,525	251,669	2.40	10,491,043
1100	Southern Ry. ¹⁷		106,654	6,125	188,508	.98	19,199,933
1218	Ill. Cent. R. R. ¹⁸		318,502	1,949,924	2,468,820	10.12	24,399,541
1240	Louisv. & Nashv. R. R. ¹⁹		302,512	547,160	1,463,883	6.61	22,152,202
1276	Mobile & Ohio R. R. ²⁰		210		239,704	6.62	3,620,065
1349	Atch., Top. & S. Fe Ry. ²¹		69,700	43,927	832,069	3.77	22,042,808
1621	Atl. & Pac. R. R. ²²				23 867	.02	3,782,300
1367	Chic. & Alt. R. R. ¹²						
1369	Kans. Cy., St. L. & Chic. R. R. ²⁴	317,090			317,090	100.00	317,090
1387	Chic., Burl. & Quin. R. R. ²⁵		1,254,513	952,937	2,248,823	8.07	27,867,276
1415	Chic., Rock I. & Pac. Ry. ²⁶		209,946	62,625	499,417	2.86	17,466,890
1419	Chic., St. P., Minneap. & Om. Ry. ²⁷		36,103	5,600	185,330	2.23	8,302,563

¹ Lies in Group I and outside United States; see page 399, No. 66.² Lies in Groups II, III, and IV; see pages 401, 410, and 415, No. 171.³ Lies in Groups III and VI; see pages 410 and 421, No. 741.⁴ Report for seven months ending June 30, 1896. Reorganization of N. Y., L. Erie & Wn. R. R. Lies in Groups II and III; see pages 403 and 411, No. 328.⁵ Report of Receivers for five months ending November 30, 1895. Reorganized as Erie R. R. Lies in Groups II and III; see pages 405 and 412, No. 459.⁶ Lies in Groups III and VI; see pages 411 and 422, No. 789.⁷ Lies in Groups III and VI; see pages 411 and 422, No. 798.⁸ Lies in Groups III and VI; see pages 411 and 423, No. 839.⁹ Lies in Groups III and VI; see pages 411 and 423, No. 840.¹⁰ Lies in Groups III and IV; see pages 412 and 415, No. 912.¹¹ Lies in Groups III and VI; see pages 413 and 425, No. 964.¹² Inserted to show the relation of road following.¹³ Lies in Groups III and IV; see pages 413 and 416, No. 971.¹⁴ Lies in Groups III and VI; see pages 414 and 425, No. 973.¹⁵ Lies in Groups III and VI; see pages 414 and 425, No. 978.¹⁶ Lies in Groups IV and V; see pages 415 and 417, No. 1027.¹⁷ Lies in Groups IV and V; see pages 416 and 419, No. 1100.¹⁸ Lies in Groups V and VI; see pages 418 and 423, No. 1218.¹⁹ Lies in Groups V and VI; see pages 418 and 424, No. 1240.²⁰ Lies in Groups V and VI; see pages 419 and 424, No. 1276.²¹ Covers operations of Atch., Top. & S. Fe R. R. under Receivership for six months ending December 31, 1895, and of Atch., Top. & S. Fe Ry. for six months ending June 30, 1896. Lies in Groups VI and VIII; see pages 421 and 427, No. 1349.²² Lies in Groups VIII and X; see pages 427 and 432, No. 1621.²³ Debit item.²⁴ Lies in Groups VI and VIII; see pages 421 and 427, No. 1369.²⁵ Lies in Groups VI and VII; see pages 421 and 426, No. 1387.²⁶ Lies in Groups VI and VIII; see pages 422 and 427, No. 1415.²⁷ Lies in Groups VI and VII; see pages 422 and 426, No. 1419.

TABLE III.—SUPPLEMENT.—EARNINGS AND INCOME FOR THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Income from Property Owned but not Operated—Continued.

[Showing totalized figures for certain roads lying in more than one group.]

No.	19	20	21	22	23	24	25
	Abbreviated name of road.	INCOME FROM PROPERTY OWNED.					SUMMARY.
		Source of income.			Total in- come from property described, including miscel- laneous.	Propor- tion to total earnings and income. 100× Col. 23 Col. 25	Total earnings and income. Cols. 16+23
		Lease of road.	Stocks.	Bonds.			
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dollars.</i>
1442	Gt. Nn. Ry. ¹		403, 631	56, 196	757, 323	4. 70	16, 095, 684
1443	St. P., Minneap. & Manit. Ry. ²	4, 692, 866	.....	.....	4, 705, 885	100. 00	4, 705, 885
1508	Nn. Pac. R. R. ³		485, 500	17, 498	651, 054	3. 15	20, 676, 398
1604	Un. Pac. Ry. ⁴		18, 000	45, 593	208, 632	1. 46	14, 291, 980
1691	Mo., Kans. & Tex. Ry. ⁵ .....		.....	.....	.....	.....	11, 036, 987
1816	Sn. Pac. Co. ⁶		105, 000	216, 018	1, 036, 432	2. 78	37, 276, 692

¹ Lies in Groups VI, VII, and X; see pages 422, 426, and 432, No. 1442.

² Lies in Groups VI, VII, and X; see pages 422, 426, and 432, No. 1443.

³ Figures cover 4,582.32 miles; 265.12 miles not in United States. Lies in Groups VI, VII, and X; see pages 424, 426, and 432, No. 1508.

⁴ Lies in Groups VII and VIII; see pages 426 and 429, No. 1604.

⁵ Lies in Groups VIII and IX; see pages 428 and 430, No. 1691.

⁶ Lies in Groups IX and X; see pages 430 and 433, No. 1816.

TABLE IV.

GENERAL EXPENDITURES

FOR

THE YEAR ENDING JUNE 30, 1896.

A.—OPERATING EXPENSES.

EXPLANATORY NOTE.

The statistics in this table were compiled on the basis of territorial grouping. With a few exceptions, which are explained by footnotes, the roads appearing in this table are those filing operating reports in season for use in all tabulations. The "Supplement," page 465, contains totalized figures for certain roads lying in more than one territorial group. The group data in this table for some of these roads were assigned to groups in this office, as indicated by footnotes.

It should be noted that in columns 5, 6, 7, and 8 the last three figures of the items, representing hundreds, have been omitted.

TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896.

A.—Operating Expenses.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount. Cols. 5+6+7+8	Per train mile.	Proportion to earnings from operation. 100×Col. 2 T.III, Col. 16	Main- te- nance of way and struc- tures.	Main- te- nance of equip- ment.	Con- duct- ing trans- porta- tion.	Gen- eral expen- ses.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>
	Total—Railways in the United States.	¹ 772,989,044	.95154	67.20	160,344	133,381	442,217	36,083
	Group I.....	² 61,773,527	1.09970	69.95	12,427	10,298	36,648	2,390
	Group II.....	³ 193,247,921	.95843	66.53	34,056	36,243	114,947	7,597
	Group III.....	125,515,132	.93195	71.39	22,843	23,324	74,723	4,624
	Group IV.....	30,910,088	.83865	68.49	6,722	5,902	16,327	1,957
	Group V.....	⁴ 57,980,782	.88836	68.93	14,214	9,541	30,806	3,209
	Group VI.....	⁵ 142,151,082	.87702	60.80	31,039	23,300	80,178	7,408
	Group VII.....	⁶ 24,345,992	1.03318	65.03	5,469	4,444	12,923	1,485
	Group VIII.....	⁷ 63,723,138	.97763	69.70	15,307	9,782	35,159	3,425
	Group IX.....	⁸ 32,627,893	1.07693	76.77	8,132	4,405	18,354	1,714
	Group X.....	⁹ 40,713,489	1.11175	66.55	10,132	6,138	22,148	2,269
	GROUP I.							
	Total—Group I.....	² 61,773,527	1.09970	69.95	12,427	10,298	36,648	2,390
1	Bang. & Aroostook R. R.....	441,958	.60093	63.16	130	49	235	27
6	Benningt. & Rutl. Ry.....	162,820	.54595	67.55	43	29	83	6
7	Boston & Alb. R. R.....	6,203,176	1.14206	66.34	1,753	941	3,286	222
12	Boston & Me. R. R. ¹⁰	14,506,940	1.06639	70.77	2,877	2,405	8,696	527
48	Me. Cent. R. R. ¹¹	3,271,673	1.00533	65.29	891	464	1,780	134
57	Portl. & Roch. R. R.....	201,118	.85788	76.38	63	30	90	16
58	St. J. & L. Cham. R. R.....	367,525	.55556	101.35	71	30	253	12
59	Vt. Vy. R. R. of 1871.....	149,727	1.07914	69.84	45	22	78	3
60	Sullivan Co. R. R.....	160,069	.81008	71.00	36	16	103	3
61	York Harb. & B. R. R.....	23,736	.92815	63.85	9	.....	14	.....
63	Bridgton & Saco Riv. R. R.....	21,413	.70000	72.55	8	1	9	1
64	Bristol R. R.....	¹² 8,916	.....	69.58	.....	.....	.....	.....
66	Canadian Pac. Ry. ¹³	305,370	.74311	84.57	61	40	176	28
	[Line in Maine.]							
70	Montreal & Atl. Ry. ¹⁴	410,491	.88897	79.33	84	60	234	30
73	Cent. Vt. R. R.....	2,959,001	.78419	68.15	500	409	1,877	171
80	Clarendon & Pittsf. R. R.....	37,371	.....	130.27	9	9	18	1
82	Fitchburg R. R.....	5,462,316	.93686	71.81	914	1,095	3,309	143
85	Frank. & Megantic R. R.....	10,861	.29087	85.67	4	1	4	.....
87	Georges Vy. R. R.....	9,126	.59505	79.20	1	2	4	.....
88	Grafton & Upton R. R.....	29,553	.64661	55.42	5	2	17	4

¹ Includes \$961,229, unclassified; covers twenty-six roads making no classification of "operating expenses" under the four general heads.

² Includes \$8,916, unclassified; covers one road making no classification of "operating expenses" under the four general heads.

³ Includes \$403,221, unclassified; covers two roads making no classification of "operating expenses" under the four general heads.

⁴ Includes \$208,890, unclassified; covers eight roads making no classification of "operating expenses" under the four general heads.

⁵ Includes \$223,721, unclassified; covers three roads making no classification of "operating expenses" under the four general heads.

⁶ Includes \$22,730, unclassified; covers one road making no classification of "operating expenses" under the four general heads.

⁷ Includes \$48,608, unclassified; covers four roads making no classification of "operating expenses" under the four general heads.

⁸ Includes \$20,325, unclassified; covers three roads making no classification of "operating expenses" under the four general heads.

⁹ Includes \$24,818, unclassified; covers four roads making no classification of "operating expenses" under the four general heads.

¹⁰ Figures cover whole line, 1,716.76 miles; 40.17 miles not in United States.

¹¹ Figures cover whole line, 813.76 miles; 52.34 miles not in United States.

¹² Unclassified.

¹³ Figures cover Internat. Ry. of Me., Aroostook Riv. R. R., and Houlton Brh. R. R., which constitute the "Line in Maine" of Canadian Pac. Ry. See page 465, No. 66, for totals covering entire road.

¹⁴ Figures cover whole line, 221.70 miles; 200.70 miles not in United States.

GROUP I. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount. Cols. 5+6+7+8	Per train mile.	Proportion to earnings from operation. 100×Col. 2 T. III, Col. 16	Main- te- nance of way and struc- tures.	Main- te- nance of equip- ment.	Con- duct- ing trans- porta- tion.	Gen- eral expen- ses.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>
89	Gr. Trunk Ry.: ¹							
90	Atl. & St. Law. R. R.....	824,554	.77097	83.19	167	151	479	25
92	Lewiston & Aub. Ry.....	22,258	.88999	89.55	6	3	21	.....
93	Hoosac Tun. & Wilm. R. R.....	38,381	1.19396	68.35	10	8	13	5
94	Kennebec Cent. R. R.....	8,828	.59448	66.62	1	.....	5	.....
95	Lime Rock R. R.....	31,941	.....	44.39	7	6	11	6
98	Monson R. R.....	4,538	.35474	62.52	1	.....	2	.....
99	Montp. & Wells Riv. R. R.....	125,750	.91288	94.10	31	12	66	15
101	Moshassuck Vy. R. R.....	28,079	1.60197	98.44	2	1	14	9
104	Narragansett Pier R. R.....	32,768	.86231	56.52	8	4	16	2
106	New England R. R. ²	3,564,533	1.16492	73.47	524	589	2,298	151
110	N. Y. & New Eng. R. R. ³	713,983	1.00423	65.11	116	58	494	44
115	N. Y., New Hav. & Hartf. R. R.....	21,137,227	1.37615	69.65	3,869	3,796	12,726	744
139	Shepaug, Litchf. & Nn. R. R.....	60,563	.84670	77.30	27	7	19	5
140	Phillips & Rangeley R. R.....	26,596	.69416	81.83	9	2	11	2
141	Portl. & Rumf. Falls Ry.....	125,069	.75239	60.08	38	10	63	12
144	Rockport R. R.....	5,202	1.44495	71.15	2	.....	2	.....
146	Rutland R. R.....	55,772	.....	47.75	9	9	33	3
148	St. Croix & Penobscot R. R. ⁴	19,730	1.01441	68.86	6	2	7	2
149	Sandy Riv. R. R.....	23,465	.65158	49.24	6	2	12	2
151	Seaboard & Mooseh. R. R.....	7,658	.53182	118.75	1	.....	5	.....
152	Somerset Ry.....	64,575	.92618	76.61	27	7	22	6
153	S. Manch. R. R.....	13,096	.94989	118.72	2	2	6	1
154	Un. Freight R. R.....	54,981	2.41549	74.73	19	3	25	5
156	Wood Riv. Brh. R. R.....	9,111	.47322	69.77	2	.....	4	.....
157	Woodstock Ry.....	21,709	.98676	68.53	9	1	9	1

¹ Files no report; inserted to show relation of two roads following.

² Report for ten months ending June 30, 1896. Reorganization of N. Y. & New Eng. R. R.

³ Report for two months ending August 31, 1895.

⁴ Figures cover whole line, 21 miles; 4.75 miles not in United States.

442 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP II. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount. Cols. 5+6+7+8	Per train mile.	Proportion to earnings from operation. $\frac{100 \times \text{Col. 2}}{\text{T. III, Col. 16}}$	Main- tenance of way and structures.	Main- tenance of equip- ment.	Con- duct- ing trans- porta- tion.	Gen- eral expen- ses.
		Dollars.	Dollars.	Per cent.	Dolls.	Dolls.	Dolls.	Dolls.
	Total—Group II.....	1193, 247, 921	.95843	66.53	34, 056	36, 243	114, 947	7, 597
160	Addison & Pa. Ry.....	47, 124	.54549	85.64	17	2	22	3
161	N. Y. & N. Pa. R. R.....	4, 107	.43736	92.55	1		2	
162	Allegh. & Kinzua R. R.....	16, 256	2.40476	96.27	5	1	8	1
163	Altoona & Philipsb. Con. R. R.....	35, 873	.53735	174.04	8	11	11	4
165	Annap., Wash. & Balt. R. R.....	41, 856	.60485	69.93	10	4	21	4
166	Bachman Vy. R. R.....	678		112.00				
167	Balt. & Annap. S. Line R. R.....	58, 968	.60684	68.21	18	6	25	8
168	Balt. & Del. Bay R. R.....	29, 105	1.15422	116.90	10	1	14	2
170	Balt. & Lehigh Ry.....	97, 062	.73655	73.82	25	15	48	8
171	Balt. & Ohio R. R. ²	12, 635, 416	.85407	71.23	2, 088	2, 140	7, 777	629
	[Line east of Ohio Riv.]							
193	Bay Ridge & Annap. R. R.....	8, 247		275.29	7			
194	Berkeley Spgs. & Pot. R. R.....	16, 436	1.01082	332.51	7		8	
195	Salisbury R. R.....	22, 236	2.60894	41.37	6		13	2
196	Sharpsville R. R.....	29, 348	1.28449	119.55	8		18	1
198	Bang. & Portl. Ry.....	112, 144	.86745	76.70	46	14	38	13
200	Barclay R. R.....	22, 799	.71000	63.54	6		10	4
201	Bare Rock R. R.....	1, 520	.81264	75.43			1	
202	Bath & Hammondspt. R. R.....	18, 437	.77441	52.24	2	1	11	2
205	Bloomsb. & Sullivan R. R.....	30, 457		51.91	9	12	7	
206	Bradf. & Wn. Pa. R. R.....	8, 251	2.36146	123.35	3	2	2	
207	Bradf., Bord. & Kinzua Ry.....	44, 538	.63734	80.28	7	9	23	3
210	Brownstone & Middlet. R. R.....	7, 070		96.29	1	1	3	
212	Buff. & Susq. R. R.....	270, 044	.92968	55.35	71	47	114	36
213	Wellsv., Couderspt. & Pine Ck. R. R. ³	17, 226	1.41571	125.49	10		4	1
214	Buff., Attica & Arcade R. R.....	15, 330	.43482	105.10	5	1	6	
216	Buff., Roch. & Pittsb. Ry.....	2, 120, 161	.82920	70.11	379	557	1, 088	94
220	Mahon. Vy. R. R. ⁴	17, 494	.91008	49.82		6	8	1
222	Cammal & Black Forest Ry.....	8, 739	.63329	39.38			6	1
223	Catasauqua & Foglesv. R. R.....	34, 037	.63956	45.15	13	5	15	
224	Cats. Mtn. Ry.....	38, 929	.81915	68.32	11	4	20	2
226	Cent. N. Y. & Wn. R. R.....	60, 846	.48969	86.02	16	5	32	5
227	Cent. Pa. & Wn. R. R.....	21, 947	.49221	99.60	6	2	10	2
228	Cent. R. R. of N. J.....	8, 027, 732	.96237	59.67	1, 117	1, 469	5, 124	316
264	Cent. R. R. of Pa.....	51, 763	.69610	99.60	11	2	28	9
267	Chambersb. & Gettysb. R. R.....	654		63.68				
268	Chateaugay R. R.....	107, 760	.62780	111.70	26	18	58	5
271	Clarion Riv. Ry.....	16, 158		46.96	6		5	3
272	Clove Brh. R. R.....	7, 525	1.46065	146.64	1	1	3	
273	Con. Term. R. R.....	73, 115	5.64137	52.95	18		49	5
274	Cooperst. & Charl. Vy. R. R.....	37, 984	.67173	65.66	16	3	15	3
276	Cornwall R. R.....	54, 404	1.03532	82.85	14	6	28	4
277	Cornwall & Leb. R. R.....	125, 230	.97200	45.88	28	10	76	9
278	Couderspt. & Port Alleg. R. R.....	34, 428	.57166	57.44	12	1	17	2
280	Cumb. & Pa. R. R.....	237, 731		48.97	46	62	98	30
281	Dansv. & Mt. Mor. R. R.....	15, 751		94.82	1	1	11	2
282	Del. & Hud. Canal Co.....	⁵ 6, 151, 087	1.03724	61.10	868	922	3, 877	118
294	Adirondack Ry.....	121, 022	.88391	63.61	30	12	74	4
295	Del., Lack. & Wn. R. R.....	12, 430, 352	.81335	58.71	2, 169	2, 453	7, 543	264
310	Han. & Newpt. R. R.....	2, 186		89.63	2			
311	Hopatcong R. R.....	546		100.00				
312	Lack. & Montrose R. R.....	12, 761	.51278	95.67	2		9	
313	Sussex R. R.....	97, 972	.75168	67.62	28	18	48	1
314	Syr., Bing. & N. Y. R. R.....	526, 975	1.14226	58.77	124	119	268	14
315	Del. Riv. R. R.....	44, 376	.53560	83.76	12	6	21	3

¹ Includes \$403,221, unclassified; covers two roads making no classification of "operating expenses" under the four general heads.² See page 465, No. 171, for totals covering entire road.³ Report for six months ending December 31, 1895.⁴ Report for ten months ending April 30, 1896. ⁵ Includes \$364,753, unclassified.

GROUP II. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Per train mile.	Proportion to earnings from operation.	Main-tenance of way and structures.	Main-tenance of equip-ment.	Con-duct-ing trans-portion.	Gen-eral expen-ses.
		Cols. 5+6+7+8		$\frac{100 \times \text{Col. 2}}{\text{T. III, Col. 16}}$				
		Dollars.	Dollars.	Per cent.	Dolls.	Dolls.	Dolls.	Dolls.
317	Del., Susq. & Schuyl. R. R.....	999,322	1.94981	82.02	33	52	851	62
322	E. Broad Top R. R. & Coal Co.....	63,693	.....	83.22	13	15	27	6
326	Emmitsburg R. R.....	5,944	.....	77.00	.....	.....	2	1
327	Emp. & Rich Vy. R. R.....	10,094	.56079	61.12	1	2	4	1
328	Erie R. R. ¹ [Line east of Salamanca, N. Y.]	8,131,616	.99054	70.96	1,077	1,665	5,126	261
347	N. Y. & Greenwood L. Ry. ²	305,626	.75746	86.45	38	10	251	4
362	Tioga R. R. ³	56,169	.69911	46.32	13	4	34	3
364	N. J. & N. Y. R. R.....	262,743	.....	78.94	33	26	189	13
368	Erie & Wyo. Vy. R. R.....	414,461	1.45924	58.60	77	79	234	22
369	Fall Brk. Ry.....	1,496,717	.74280	61.97	308	179	912	96
372	Falls Ck. R. R.....	6,016	.....	77.86	.....	.....	5	.....
373	Fonda, Johnst. & Glov. R. R.....	194,689	.59757	67.15	26	25	89	53
378	Genesee & Wyo. Vy. Ry.....	30,567	1.52743	157.81	8	.....	13	8
379	George's Ck. & Cumb. R. R.....	179,146	.82168	41.02	52	50	52	22
89	Grand Trunk Ry.: ⁴							
380	U. S. & Can. R. R.....	18,272	1.31471	151.45	9	1	6	.....
381	Gray's Run R. R.....	4,068	.....	97.31	1	.....	2	.....
383	Greenlick Ry.....	310	.....	124.05	.....	.....	.....	.....
384	Greenwich & Johnsonv. Ry.....	31,641	.82759	71.61	11	1	15	3
388	Hunters Run & Slate Belt R. R....	7,400	.57349	93.87	3	.....	2	.....
389	Hunt. & Broad Top Mtn. R. R. & Coal Co.	273,394	.63014	42.16	43	30	143	56
390	Ironton R. R.....	22,302	3.66568	65.23	8	4	8	.....
391	Island R. R.....	11,449	.....	37.86	1	.....	8	.....
393	Kanona & Prattsb. R. R.....	16,447	.76853	78.49	5	1	5	3
394	Keesev., Au Sable Chasm & L. Cham. R. R.	18,034	.79107	111.56	7	.....	9	.....
395	Ketner, St. Mary's & Shawmut R. R.	6,030	.74441	67.20	1	.....	3	.....
396	Keystone R. R.....	11,372	.....	90.30	4	.....	6	.....
362	Kinderhook & Hud. Ry. Co. ⁵	16,655	.....	75.12	1	3	8	3
399	Kishacoquillas Vy. R. R.....	7,266	.34600	80.28	2	.....	4	.....
400	L. Cham. & Moriah R. R.....	40,960	2.26097	80.20	12	6	15	5
401	Lanc. & Read. N. G. R. R.....	21,264	.66989	49.21	4	2	11	2
402	Lanc., Oxf. & Sn. R. R.....	15,133	.....	107.90	4	2	6	1
403	Lebanon Spgs. R. R.....	61,700	.65709	98.57	20	7	29	4
404	Lehigh & Hud. Riv. Ry.....	197,914	.65384	58.18	35	38	107	16
406	Orange Co. R. R.....	33,113	1.00383	86.05	2	.....	30	.....
407	Lehigh & Pavilion R. R. ⁶							
408	Lehigh Vy. R. R.....	14,077,526	.76970	75.85	1,974	2,680	8,856	566
415	Elm., Cort. & Nn. R. R.....	133,254	.....	59.53	32	17	75	7
422	Middlesex Vy. R. R.....	11,441	.....	55.81	3	.....	5	1
429	Ligonier Vy. R. R.....	35,795	1.14124	70.98	8	1	17	7
431	Little Falls & Dolgev. R. R.....	21,706	1.18548	42.45	7	.....	9	4
432	Little Saw Mill Run R. R.....	33,279	2.50783	66.10	11	6	9	5
433	Livonia & L. Conesus R. R. ⁷	2,899	.....	40.15	.....	.....	.....	2
447	Manahawkin & Long B. Transp. Co.	5,809	.....	106.98	1	1	3	.....
450	McKeespt. Con. R. R.....	37,336	.....	87.60	5	5	24	1
451	Medix Run R. R.....	8,238	.....	33.54	3	1	3	.....
455	Monongahela Con. R. R.....	123,968	1.69147	67.77	45	10	56	10
456	Monongahela Riv. R. R.....	87,587	.....	42.17	20	15	34	17
457	Montour R. R.....	26,680	.80099	65.00	7	6	11	1
458	Montrose Ry.....	35,599	.64142	146.10	21	2	9	1

¹ See page 465, No. 328, for totals covering entire road. Reorganization of N. Y., L. Erie & Wn. R. R. Report for seven months ending June 30, 1896. ² Report for ten months ending April 30, 1896.

³ Report for five months ending November 30, 1895.

⁴ Files no report; inserted to show relation of road following.

⁵ Report for eight months ending February 29, 1896. Reorganized as the Kinderhook & Hud. Ry.

⁶ Road not in operation.

⁷ Report for five months ending June 30, 1896.

444 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP II. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount. Cols. 5+6+7+8	Per train mile.	Proportion to earnings from operation. 100×Col. 2 T. III, Col. 16	Maintenance of way and structures.	Maintenance of equip- ment.	Conducting trans- porta- tion.	General expen- ses.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>
460	Mt. Hope Minl. R. R.	8,525		45.90	2		5	
461	Mt. Jew. & Smethpt. R. R.	7,931	1.35218	55.00	2		4	
462	Mt. Jew., Kinzua & Riterv. R. R.	32,647	.91632	64.89	9	5	16	
464	Mt. McGregor R. R.	6,981	2.06793	175.50	3		2	
465	Mt. Penn Gravity R. R.	14,673	.61838	98.69		1	11	
466	National Docks Ry.	85,882		34.65	58		23	3
467	New Hav. & Dunbar R. R.	17,898		105.62	7	2	6	1
470	N. Y. Cent. & Hud. Riv. R. R.	28,700,489	.98540	64.52	5,367	4,639	17,626	1,066
491	Beech Ck. R. R.	¹ 654,689	.83925	47.58	145	166	300	31
492	Buff. Erie Basin R. R. ²							
493	St. Law. & Adirondack Ry. ³	112,787	.84263	96.82	12	4	93	1
494	Wallkill Vy. R. R.	128,269	.99602	71.10	56	9	57	5
459	N. Y., L. Erie & Wn. R. R. ⁴ [Line east of Salamanca, N. Y.]	6,469,525	1.02559	71.41	1,053	1,276	3,928	211
496	N. Y., Ont. & Wn. Ry.	2,585,908	.90992	68.42	479	466	1,518	121
501	N. Y., Phila. & Norf. R. R.	⁵ 738,660	1.97139	78.48	109	170	425	33
502	N. Y., Susq. & Wn. R. R.	936,769	.75494	53.72	118	126	602	89
507	Wilkesb. & En. R. R.	238,223	.56479	62.98	37	28	168	4
508	Newb., Dutch. & Conn. R. R.	133,141	1.08626	85.66	50	18	54	9
509	Newpt. & Shermans Vy. R. R.	11,661	.25913	52.85	1	1	7	
510	Niag. Jctn. Ry.	10,072		80.51	1		5	2
513	Nn. N. Y. R. R.	69,458	.77016	78.72	22	9	28	8
514	Oil Cy. & Ridg. Ry. & Min. Co. ⁶							
515	Olean, Oswayo & En. R. R.	9,003	.43884	73.76	2		5	
516	Oregon & Tex. Ry.	3,518	.68717	112.10			2	1
517	Owasco Riv. Ry.	9,587	11.33270	92.49	5		3	
917	Pennsylvania Co.: ⁷							
518	Waynesb. & Wash. R. R.	50,280	.68044	73.30	18	11	18	1
519	Pennsylvania R. R.	⁸ 45,064,873	1.14820	69.24	8,249	9,891	25,300	1,624
572	Allegh. Vy. Ry.	1,619,062	.78263	63.52	452	331	773	60
574	Camden & Atl. R. R. ⁹	631,457	1.47322	78.76	142	121	350	17
573	Cumb. Vy. R. R.	634,711	.97366	72.28	200	86	314	33
577	Mont Alto R. R.	21,100	.53615	78.26	7	2	10	
578	Junction R. R. (of Phila.)	83,923		43.66	13		69	1
579	Nn. Cent. Ry.	4,695,150	1.08260	73.07	862	1,019	2,661	151
585	Un. R. R. (of Balt.)	71,177		12.33	35		30	5
586	Phila., Wilm. & Balt. R. R.	6,740,995	1.03452	73.45	1,351	1,165	4,046	177
596	Queen Anne's & Kent R. R.	37,230	.89621	149.90	17	3	16	
602	W. Jersey R. R. ¹⁰	1,060,105	.92641	77.57	242	194	590	32
599	W. Jersey & Seashore R. R. ¹¹	356,256	1.00800	79.07	89	66	187	12
600	Pa. & N. Wn. R. R.	426,006	1.17798	68.02	87	73	234	31
604	Perry Co. R. R.	10,198	.25688	47.50	2		6	
605	Phila. & Read. R. R.	11,868,818	.82693	55.59	1,716	2,356	7,272	523
636	Atl. Cy. R. R.	638,906	.94445	71.81	160	96	364	17
637	Phila. & Brigantine R. R. ¹²	3,924		180.01				

¹ Includes \$10,448, unclassified.² No report of operations. Operations included in report of N. Y. Cent. & Hud. Riv. R. R.³ Figures cover whole line, 77.80 miles; 67.60 miles not in United States.⁴ Report of Receivers for five months ending November 30, 1895. Reorganized as Erie R. R. See page 465, No. 459, for totals covering entire road.⁵ Figures include operations of steamboats, barges, and tugs on 36 miles of water route.⁶ Road not in operation.⁷ Inserted to show relation of road following.⁸ Figures include expense of operating Jersey City ferries.⁹ Report for ten months ending April 30, 1896. Consolidated into W. Jersey & Seashore R. R. Figures include expense of operating Cooper's Point and Philadelphia Ferry, Kensington and New Jersey Ferry, and Atlantic City street-car line.¹⁰ Report for ten months ending April 30, 1896. Consolidated into W. Jersey & Seashore R. R.¹¹ Report for two months ending June 30, 1896. Consolidation of Alloway & Quinton, Camden & Atl., Phila., Marl. & Medf., W. Jersey, and W. Jersey & Atl. R. Rs.¹² Report for three months ending June 30, 1896. Reorganization of Brigantine B. R. R. Figures unclassified.

GROUP II. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount. Cols. 5+6+7+8	Per train mile.	Proportion to earnings from operation. 100×Col. 2 T. III, Col. 16	Main- te- nance of way and struc- tures.	Main- te- nance of equip- ment.	Con- duct- ing trans- porta- tion.	Gen- eral expen- ses.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>
	Phila. & Read. R. R.—Contd.							
638	Camden Co. R. R.	13,341	.40813	95.43	2	3	7	.....
639	Chester & Del. Riv. R. R.	27,738	7.64967	225.39	6	3	17	.....
640	Gettysb. & Harrisb. Ry.	78,855	.66684	74.26	26	9	38	4
641	Middlet. & Hummelst. R. R.	8,657	.99247	108.99	3	1	4	.....
642	N. E. Pa. R. R.	73,826	.54883	80.39	18	.....	54	.....
643	Perkiomen R. R.	172,394	.64272	59.74	43	.....	122	6
644	Phila. & Chest. Vy. R. R.	40,473	.61175	76.23	12	7	19	1
646	Port Read. R. R.	163,514	3.30112	48.65	17	26	119	.....
647	Read. & Col. R. R.	195,434	.71448	67.17	44	38	112	.....
649	Rupert & Bloomsb. R. R.	7,312	.61141	68.07	.....	1	4	.....
650	Stony Ck. R. R.	37,596	.83394	79.53	10	.....	25	1
651	Tamaqua, Haz. & Nn. R. R.	4,336	.89930	40.00	1	.....	2	.....
652	Phila. Belt Line R. R.	6,642	.....	596.99	1	.....	3	1
653	Phila., Newt. & N. Y. R. R.	81,194	.....	75.77	18	.....	57	4
654	Phila., Read. & New Eng. R. R.	545,896	.72036	73.12	125	62	317	40
657	Portage Ck. & Rich Vy. R. R.	5,966	1.10108	126.87	1	.....	3	.....
658	Port Jer., Monti. & N. Y. R. R.	31,179	.46748	62.92	7	1	19	3
659	Pough. & En. Ry.	51,173	.57109	115.76	8	3	26	13
661	Raritan Riv. R. R.	45,508	.96735	79.20	9	5	25	5
662	Reynoldsv. & Falls Ck. R. R.	62,877	.....	79.78	11	.....	37	13
665	Rkaway. Vy. Ry.	¹ 24,096	.....	87.25	.....	.....	.....	.....
666	St. Marys & S. Wn. R. R.	18,592	.70313	19.87	5	2	6	3
670	Silver L. Ry.	12,946	.87144	58.43	3	.....	8	.....
671	Skaneateles R. R.	16,090	.86042	57.23	3	.....	8	3
673	Slate Run R. R.	14,243	1.42430	72.08	3	4	6	.....
674	S. Jersey R. R.	122,453	.....	151.96	33	19	62	6
676	Staten I. Rap. Trans. R. R.	416,543	.81436	56.31	51	37	307	20
678	Sterling Mtn. Ry.	8,608	.94537	97.01	3	.....	4	.....
679	Stewartstown R. R.	8,604	.....	56.25	1	1	4	.....
681	Sugar Run R. R.	8,638	1.70438	79.22	1	.....	6	.....
682	Susq. & Buff. R. R.	4,898	.....	156.49	.....	.....	2	1
684	Tuckerton R. R.	47,262	.99933	89.60	18	8	15	5
685	Tuscarora Vy. R. R.	15,255	.....	87.37	2	5	5	1
686	Ulster & Del. R. R.	314,913	1.14617	75.10	96	53	145	18
689	Kaaterskill R. R.	12,866	.77758	97.28	2	3	6	.....
691	Stony Clove & Cats. Mtn. R. R.	28,586	.96449	68.12	6	6	15	.....
692	Unadilla Vy. Ry.	18,199	.51563	89.06	4	.....	10	2
693	Un. Transp. Co.	68,260	.....	175.97	38	7	20	2
695	Ursina & N. Fork Ry.	1,587	.....	83.45	.....	.....	.....	.....
697	Valley R. R. (of Pa.)	5,181	.78574	38.11	.....	.....	3	.....
698	Wash. & Pot. R. R. ²	.....	.....	.....	.....	.....	.....	.....
699	Wn. Md. R. R.	787,150	.60680	69.52	101	114	525	46
704	Balt. & Harrisb. Ry.	170,298	.55506	66.05	42	20	105	1
707	Berlin Brh. R. R.	7,107	.79923	121.55	3	.....	3	.....
708	Wn. N. Y. & Pa. Ry.	2,233,911	.80428	70.11	581	433	1,110	109
719	Kinzua Vy. R. R.	12,434	1.79161	142.50	6	.....	3	1
721	Whippany Riv. R. R. ³	.....	.....	.....	.....	.....	.....	.....
722	Williams Vy. R. R.	15,941	.33232	69.19	1	2	9	1
723	Williamspt. & N. Brh. R. R.	62,533	.52960	62.00	15	4	34	7
724	Wilm. & Nn. R. R.	406,902	.89430	84.09	83	58	227	37
725	York Sn. R. R.	46,610	.68309	70.34	7	3	30	4
727	Youghy. & Wick Hav. R. R. ⁴	.....	.....	.....	.....	.....	.....	.....

¹ Unclassified.² No report of operations.³ No report of operations. Report of Receiver for nine months ending June 30, 1896.⁴ Road not in operation.

GROUP III. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Per train mile.	Proportion to earnings from operation. 100×Col. 2 T. III, Col. 16	Main-tenance of way and structures.	Main-tenance of equipment.	Conducting transportation.	General expenses.
		Dollars.	Dollars.	Per cent.	Dolls.	Dolls.	Dolls.	Dolls.
	Total—Group III.....	125, 515, 132	.93195	71.39	22, 843	23, 324	74, 723	4, 624
729	Addyston & Ohio Riv. R. R.....	19, 006	.40395	69.73	2	3	13	-----
730	Alliance & Nn. R. R.....	36, 392	.83660	85.08	8	3	20	3
731	Ann Arbor R. R. ¹	703, 203	1.14210	93.57	263	107	298	33
732	Arcadia & Betsey Riv. Ry. ²	1, 896	-----	41.17	-----	-----	1	-----
171	Balt. & Ohio R. R. ³	4, 890, 765	.82144	83.30	760	848	3, 086	195
	[Line west of Ohio Riv.]							
741	Balt. & Ohio S. Wn. Ry. ⁴	2, 572, 995	.70203	66.40	394	310	1, 728	139
	[Line east of Vincennes, Ind.]							
742	Clev. Term. & Vy. R. R. ⁵	372, 201	1.11964	66.96	55	56	236	23
743	En. Ohio R. R.....	20, 581	.29527	82.25	7	2	9	1
744	Pittsb. & Wn. Ry.....	2, 113, 079	1.08841	68.35	326	459	1, 237	89
747	Valley Ry. (of Ohio) ⁶	208, 178	.79592	91.18	47	26	93	41
749	Barberton Belt Line R. R.....	6, 939	-----	39.05	1	-----	4	-----
751	Bedford Belt Ry.....	26, 649	-----	84.10	3	4	11	6
752	Bellaire, Zanesv. & Cin. Ry.....	102, 549	.60514	103.74	52	13	29	7
753	Boyne Cy. & S. En. R. R.....	12, 120	.45372	59.70	1	2	7	-----
756	Cent. Un. Depot & Ry. Co. of Cin. ⁷	-----	-----	-----	-----	-----	-----	-----
757	Chic. & S. Bend R. R.....	6, 644	-----	51.64	-----	1	3	1
759	Chic. & W. Mich. Ry.....	1, 335, 798	.84455	79.22	361	193	699	81
	(Det., Lans. & Nn. R. R. ⁸	672, 242	.88469	79.63	155	104	374	37
761	(Det., Lans. & Nn. R. R. ⁹	245, 232	.88741	85.25	64	33	134	12
764	Sag. Vy. & St. L. R. R. ¹⁰	46, 906	.65984	72.75	10	2	30	3
769	Cin. & Westwood R. R.....	17, 280	-----	112.91	5	1	9	-----
770	Cin., Georget. & Ports. R. R.....	58, 438	.78133	90.42	21	9	21	6
771	Cin., Ham. & Day. Ry.....	2, 793, 904	.81346	62.89	407	485	1, 783	117
777	Cin., Ham. & Indpls. R. R.....	582, 947	.85050	83.47	83	62	409	27
778	Cin., Jack. & Mack. Ry.....	626, 005	.68801	89.89	147	113	334	30
780	Cin., Leb. & Nn. Ry.....	93, 375	.64453	65.43	22	7	52	10
782	Cin. N. Wn. Ry.....	11, 863	-----	92.22	2	-----	4	4
783	Cin., Ports. & Va. R. R.....	245, 283	.81717	84.82	71	30	125	16
784	Clev., Akron & Cols. Ry.....	594, 432	.77521	70.87	90	89	371	43
785	Clev. Belt & Term. R. R.....	19, 654	.79066	68.58	3	-----	14	1
786	Clev., Cant. & Sn. R. R.....	546, 114	.83458	77.26	126	90	298	31
789	Clev., Cin., Chic. & St. L. Ry. ¹¹	7, 317, 194	.95554	72.35	1, 358	1, 216	4, 477	265
	[Line east of Terre Haute, Ind.]							
795	Day. & Un. R. R.....	89, 498	.58992	62.67	15	11	55	6
797	Mt. Gil. S. Line Ry.....	3, 901	.19852	79.97	1	-----	2	-----
798	Peoria & En. Ry. ¹²	857, 062	.83138	72.24	205	178	460	12
	[Line east of Danville, Ill.]							
799	Clev., Lor. & Wheel. Ry.....	1, 109, 014	.71235	69.77	206	215	629	58
800	Cols., Hock. Vy. & Tol. Ry.....	1, 507, 567	.92384	53.01	240	250	923	93
803	Cols., Sdsky. & Hock. R. R.....	732, 144	.72703	76.97	105	110	471	44
805	Crawf. & Manistee Riv. Ry.....	5, 646	.68347	96.06	2	-----	2	-----
806	Day., Leb. & Cin. R. R.....	14, 976	.51685	112.93	4	-----	8	1
808	Det. & Mackinac Ry.....	303, 392	.60297	69.83	109	37	126	29
810	Elkhart & Wn. R. R.....	10, 990	-----	55.77	-----	-----	10	-----

¹ Report for eight months ending June 30, 1896. Reorganization of Tol., Ann Arb. & N. Mich. Ry.² Report for period, September 25, 1895 to June 30, 1896.³ See page 465, No. 171, for totals covering entire road.⁴ See page 465, No. 741, for totals covering entire road.⁵ Report for period, October 6, 1895 to June 30, 1896. Reorganization of Valley Ry. (of Ohio).⁶ Report of Receivers for period, July 1 to October 5, 1895. Reorganized as Clev. Term. & Vy. R. R.⁷ No report of operations.⁸ Report for nine months ending March 31, 1896.⁹ Report of Receiver for three months ending June 30, 1896.¹⁰ Report for nine months ending March 31, 1896.¹¹ See page 465, No. 789, for totals covering entire road.¹² See page 465, No. 798, for totals covering entire road.

GROUP III. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount. Cols. 5+6+7+8	Per train mile.	Proportion to earnings from operation. $100 \times \text{Col. 2}$ T.III, Col. 16	Main- te- nance of way and struc- tures.	Main- te- nance of equip- ment.	Con- duct- ing trans- porta- tion.	Gen- eral expen- ses.
		Dollars.	Dollars.	Per cent.	Dolls.	Dolls.	Dolls.	Dolls.
328	Erie R. R. ¹ [Line west of Salamanca, N. Y.]	2, 899, 343	.71039	72. 15	438	514	1, 927	17
818	Chic. & Erie R. R.....	2, 373, 512	.89281	89. 84	324	409	1, 609	30
819	Evansv. & T. Haute R. R.....	642, 442	1. 02490	58. 58	126	172	274	68
821	Evansv. & Indpls. R. R.....	216, 991	.89592	70. 56	59	38	101	17
822	Evansv. & Rich. R. R.....	95, 741	.69341	82. 31	39	4	43	7
824	Find., Ft. Way. & Wn. Ry.....	94, 062	.64008	116. 49	35	6	48	3
825	Flint & Pèrè Marq. R. R.....	1, 590, 243	.70801	73. 20	325	231	957	75
89	Gr. Trunk Ry.: ²							
830	Chic. & Gr. Trunk Ry.....	2, 951, 544	.87869	89. 94	367	542	1, 944	96
832	Cin., Sag. & Mack. R. R.....	127, 780	1. 17443	92. 55	33	21	69	2
833	Chic., Det. & Can. Gr. Trunk Jctn. Ry.	298, 221	1. 01688	118. 08	46	77	168	5
834	Det., Gr. Hav. & Milw. Ry.....	901, 727	.99980	90. 42	168	163	526	43
835	Mich. Air Line Ry.....	147, 298	.72505	90. 19	63	11	71	1
836	Tol., Sag. & Musk. Ry.....	129, 336	.79589	146. 21	45	15	65	2
839	Ind., Dec. & Wn. Ry. ³ [Line in Indiana.]	162, 197	.71302	67. 31	36	22	94	8
840	Ind., Ill. & Io. R. R. ⁴ [Line in Indiana.]	293, 080	1. 06204	74. 27	63	31	174	23
841	Ind. Nn. Ry.....	3, 004	.....	104. 14	.....	.....	2	.....
842	Indpls. Un. Ry.....	296, 008	.....	48. 81	51	15	203	24
844	Iron Ry.....	41, 100	2. 24690	84. 80	14	8	11	6
845	Ivorydale & Mill Ck. Vy. Ry.....	19, 291	.....	40. 13	1	1	13	2
846	Jamest. & L. Erie Ry.....	37, 540	.54333	95. 64	8	1	23	3
847	L. Erie & Wn. R. R.....	1, 831, 728	.74338	53. 83	338	285	1, 032	175
848	Nn. Ohio Ry.....	140, 917	.58304	94. 28	32	19	68	20
849	L. Erie, Alliance & Sn. Ry.....	28, 514	1. 25063	91. 73	11	2	11	2
850	L. Shore & Mich. Sn. Ry.....	14, 430, 233	1. 16329	67. 19	2, 237	3, 802	8, 073	316
865	N. Y., Chic. & St. L. R. R.....	4, 908, 773	.95608	79. 65	588	688	3, 517	114
867	Pittsb. & L. Erie R. R.....	3, 401, 780	1. 57213	67. 17	997	674	1, 626	102
873	Ellwood Con. R. R. ⁵							
874	Lakeside & Marbleh. R. R.....	33, 595	2. 10074	78. 70	6	6	16	4
876	Louisv., Evansv. & St. L. Consol. R. R.	1, 115, 809	.87110	71. 97	210	171	629	104
877	Louisv., New Alb. & Chic. Ry....	2, 247, 862	.99011	67. 93	360	330	1, 433	124
880	Louisv., New Alb. & Cdn. R. R....	7, 104	.45223	51. 30	2	.....	2	1
881	Lowell & Hastings R. R.....	11, 702	.58509	109. 92	3	.....	7	.....
883	Manistee & Gr. Rap. R. R.....	22, 511	1. 46572	63. 81	10	2	6	2
885	Manistee & N. En. R. R.....	127, 598	.66480	68. 29	27	22	67	9
888	Mason & Oceana R. R.....	18, 203	.45507	97. 36	3	3	11	.....
889	Mich. Cent. R. R. ⁶	10, 195, 410	.95208	72. 21	1, 876	1, 569	6, 460	288
906	Middlet. & Cin. R. R.....	25, 714	.86492	88. 93	6	.....	12	5
909	New Castle & Butler R. R.....	15, 866	1. 30099	19. 37	5	5	4	.....
470	N. Y. Cent. & Hud. Riv. R. R.: ⁷							
910	Dunk., Allegh. Vy. & Pittsb. R. R.	211, 378	.95135	96. 89	70	16	121	3
459	N. Y., L. Erie & Wn. R. R. ⁸ [Line west of Salamanca, N. Y.]	2, 720, 042	.92904	90. 44	507	614	1, 529	67
912	Norf. & Wn. R. R. ⁹ [Line north of Ohio Riv.]	694, 384	.78413	74. 38	104	173	374	41

¹ Report for seven months ending June 30, 1896. Reorganization of N. Y., L. Erie & Wn. R. R. See page 465, No. 328, for totals covering entire road.

² Files no report; inserted to show relation of six roads following.

³ See page 465, No. 839, for totals covering entire road.

⁴ See page 465, No. 840, for totals covering entire road.

⁵ No report of operations.

⁶ Figures cover whole line, 1,642.15 miles; 380.04 miles not in United States.

⁷ Inserted to show relation of road following.

⁸ Report of Receivers for five months ending November 30, 1895. Reorganized as Erie R. R. See page 465, No. 459, for totals covering entire road.

⁹ See page 465, No. 912, for totals covering entire road.

GROUP III. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Per train mile.	Proportion to earnings from operation. 100 × Col. 2 T. III, Col. 16	Main-tenance of way and structures.	Main-tenance of equip-ment.	Con-duct-ing trans-porta-tion.	Gen-eral expen-ses.
		Cols. 5+6+7+8						
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>
914	N. Wn. Monroe Ry.....	1,247	.....	292.90	.....	.....	.....	.....
916	Ohio Sn. R. R.....	518,419	.78661	63.71	112	82	293	29
917	Pennsylvania Co.....	12,015,979	1.05051	62.74	2,148	2,317	7,224	325
934	Cin. & Musking. Vy. Ry.....	405,314	.79467	88.32	140	76	182	5
935	Clev. & Mari. Ry.....	293,204	.78446	74.42	85	43	146	17
936	Gr. Rap. & Ind. R. R.....	2,070,839	.94450	77.21	464	393	1,131	81
940	Pittsb., Cin., Chic. & St. L. Ry..	12,603,555	.94667	68.49	2,148	2,701	7,401	352
950	Newpt. & Cin. Brg. Co.....	2,827	.....	2.46	1	.....	1	.....
951	Pittsb., Chartiers & Youghy. Ry.	88,255	1.13123	46.67	17	19	46	5
952	Pittsb. & Castle Shan. R. R.....	52,148	.47295	75.66	8	8	31	4
953	Pittsb. & Moon Run R. R.....	19,607	.....	98.99	3	.....	5	10
954	Pittsb. Jctn. R. R.....	170,682	.....	45.73	31	7	112	18
955	Pittsb., Lisbon & Wn. Ry. ¹	6,597	.92262	97.03	2	.....	2	1
950	Pittsb., Marion & Chic. Ry. ²	39,029	.94616	103.15	13	7	13	4
956	Pittsb., Shen. & L. Erie R. R.....	465,936	.74853	71.07	102	67	258	37
958	Pontiac, Oxf. & Nn. R. R.....	73,757	.45873	68.35	23	6	36	7
959	Sag., Tusc. & Huron R. R.....	90,657	.69963	81.81	26	14	36	12
960	St. Clairsv. & Nn. Ry. ³	5,807	.....	94.72	2	.....	1	2
962	Salem R. R.....	16,763	.76647	80.75	2	3	8	2
963	S. Hav. & En. R. R.....	23,882	.45362	108.88	8	3	8	3
964	T. Haute & Indpls. R. R. ³ [Line in Indiana.]	1,582,761	.95953	81.01	307	325	857	92
967	Tionesta Vy. Ry.....	38,234	.92837	65.97	18	4	15	.....
968	Tionesta Vy. & Hickory Ry.....	1,804	.64436	83.06	.....	.....	1	.....
969	Tionesta Vy. & Salmon Ck. Ry....	1,543	.90745	49.32	.....	.....	.....	.....
970	Tol. & Ohio Cent. Ry.....	1,326,658	.73361	68.23	296	216	755	58
971	Kanawha & Mich. Ry. ⁴ [Line north of Ohio Riv.]	164,816	.70156	75.75	48	22	87	6
972	Tol. & Ohio Cent. Ex. R. R.....	65,085	.65873	97.92	22	6	29	6
969	Tol., Ann Arb. & N. Mich. Ry. ⁵ ...	418,309	1.37825	103.47	180	78	147	11
973	Tol., St. L. & Kans. Cy. R. R. ⁶ [Line in Indiana and Ohio.]	1,117,049	.89467	81.06	196	166	707	47
974	Tol. S. En. Ry. ⁷	1,616	.....	92.72	.....	.....	.....	.....
978	Wabash R. R. ⁸ [Line east of Danville, Ill.]	4,220,650	.86245	79.72	825	796	2,502	95
983	Wheel. & L. Erie Ry.....	1,061,314	.72585	71.53	173	171	656	59
986	Zanesv. & Ohio Riv. Ry.....	107,152	.72863	84.74	26	12	59	8

¹ Report for two months ending June 30, 1896. Reorganization of Pittsb., Marion & Chic. Ry.² Report of Receiver for ten months ending April 30, 1896. Reorganized as Pittsb., Lisbon & Wn. Ry.³ See page 465, No. 964, for totals covering entire road.⁴ See page 465, No. 971, for totals covering entire road.⁵ Report of Receiver for four months ending October 31, 1895. Reorganized as Ann Arbor R. R.⁶ Group figures assigned by this Office. See page 465, No. 973, for totals covering entire road.⁷ Report for period, August 12, 1895 to June 30, 1896.⁸ Group figures assigned by this Office. See page 465, No. 978, for totals covering entire road.

GROUP IV. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount. Cols. 5+6+7+8	Per train mile.	Proportion to earnings from operation. 100×Col. 2 T. III, Col. 16	Maintenance of way and structures.	Maintenance of equip- ment.	Conducting trans- porta- tion.	General expen- ses.
	Total—Group IV	Dollars. 30,910,088	Dollars. .83865	Per cent. 68.49	Dolls. 6,722	Dolls. 5,902	Dolls. 16,327	Dolls. 1,957
987	Aberd. & Rockfish R. R.	7,202	.....	46.44	1	.....	2	2
988	Aberd. & W. End R. R.	36,505	.....	71.40	7	4	16	8
990	Atl. & Danv. Ry.	405,100	.67138	71.43	75	69	223	36
991	Atl. & N. Car. R. R.	81,917	.91476	58.48	27	9	35	9
992	Atl. Coast Line Assn.	3,072,285	.84456	61.32	722	565	1,618	165
1005	Col., Newb. & Laurens R. R.	80,268	.64981	82.34	7	.....	36	36
171	Balt. & Ohio R. R. ¹	242,167	.75779	72.49	70	31	136	3
	[Line south of Harpers Ferry, W. Va.]							
1009	W. Va. & Pittsb. R. R.	176,038	.57507	44.58	56	22	81	15
1012	Blue Ridge R. R.	30,923	1.24589	89.30	11	.....	12	6
1017	Caldwell & Nn. R. R.	3,010	.....	65.59	.....	.....	2	.....
1019	Cape Fear & Yad. Vy. Ry.	468,010	.83611	84.63	156	56	210	44
1022	Car., Knoxv. & Wn. Ry.	7,772	.....	98.56	3	1	2	.....
1023	Carthage R. R.	10,582	.54704	50.31	4	.....	3	1
1025	Charleston, Clendenrin & Sutton R. R.	26,630	.....	46.00	6	3	11	5
1027	Ches. & Ohio Ry. ²	5,122,794	.84950	65.09	1,047	1,151	2,712	211
	[Line east of Huntington, W. Va.]							
1029	Chester & Lenoir N. G. R. R.	70,697	.52199	70.40	19	8	36	6
1032	Dry Fork R. R.	29,862	.76006	54.41	13	1	10	4
1033	E. Shore Term. Co.	19,345	.....	40.52	5	.....	.....	14
1034	Farmv. & Powhatan R. R.	51,624	.73325	70.73	12	6	24	8
1035	Georget. & Wn. R. R.	23,366	.42146	64.75	8	2	10	2
1036	Glendon & Gulf R. R.	7,975	.....	313.69	2	1	2	1
1037	Glenn Spgs. R. R.	4,110	.40108	85.19	.....	.....	3	.....
1038	Greenwood, Anderson & Wn. Ry. ³	15,518	.35276	75.75	4	2	5	3
1039	Car. Midl. Ry. ⁴	24,882	.86843	67.28	7	2	8	6
1041	Hendersonv. & Brevard Ry. ⁵	5,842	.40235	105.48	1	.....	3	.....
1051	Moore Co. R. R.	6,817	.75709	52.65	1	.....	3	1
1054	Norf. & Sn. R. R.	280,487	1.54983	66.60	67	51	132	28
912	Norf. & Wn. R. R. ⁶	7,476,844	.79358	75.36	1,375	2,063	3,569	468
	[Line south of Ohio Riv.]							
1058	Northamp. & Hertf. R. R.	7,688	1.35350	64.15	3	.....	4	.....
1059	Ohio Riv. R. R.	663,400	.81234	65.74	187	125	316	33
1061	Ravenswood, Spencer & Glenv. Ry.	35,563	.75879	66.57	14	1	15	3
1062	Ohio Riv. & Charleston Ry.	173,315	.87452	86.63	67	17	71	16
1064	Pennsb. & Har. Ritchie Co. Ry.	4,147	.....	73.84	1	.....	1	.....
1066	Port Roy. & Aug. Ry.	259,313	1.06487	89.22	48	23	160	26
1067	Port Roy. & Wn. Car. Ry.	379,455	.94309	92.64	141	25	169	42
1069	Pot., Fredsb. & Piedmont R. R.	14,770	.56536	64.71	4	1	6	2
1070	Powellton & Pocahontas Ry.	17,787	.....	73.68	5	4	7	.....
1071	Ral. & Wn. Ry. ⁷							
1072	Egypt Ry.	3,374	.....	38.88	.....	.....	2	.....
1074	Rich., Fredsb. & Pot. R. R.	496,700	.82843	67.18	102	71	293	29
1077	Ripley & Mill Ck. Vy. Ry.	13,278	.70931	87.42	6	.....	5	.....
1303	Sav., Fla. & Wn. Ry. ⁸							
1082	Charleston & Sav. Ry.	410,440	.79082	79.3	64	59	268	18
1084	Green Pond, Walterb. & Branchv. Ry.	15,456	.93978	62.26	4	.....	9	.....

¹ See page 465, No. 171, for totals covering entire road.

² See page 465, No. 1027, for totals covering entire road.

³ Report for period, January 15 to June 30, 1896. Operating Car. Midl. Ry.

⁴ Report for period, July 1, 1895 to January 14, 1896. Operated by Greenwood, Anderson & Wn. Ry.

⁵ Report for eight months ending June 30, 1896.

⁶ See page 465, No. 912, for totals covering entire road.

⁷ Report not filed; inserted to show relation of road following.

⁸ Inserted to show relation of two roads following.

GROUP IV. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1	2	3	4	5	6	7	8
	Abbreviated name of road.	TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Per train mile.	Proportion to earnings from operation. 100×Col. 2 T. III, Col. 16	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
		Cols. 5+6+7+8						
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>
1085	Seaboard & Roanoke R. R.....	540,856	1.43526	64.50	78	68	338	55
1088	Car. Cent. R. R.....	403,150	.70198	68.60	67	31	283	21
1090	Ral. & Gaston R. R.....	374,575	.96359	62.51	51	63	229	30
1092	Durham & Nn. Ry.....	54,212	.94905	77.13	15	4	31	3
1093	Ga., Car. & Nn. Ry.....	760,283	.83204	96.59	129	37	563	20
1095	Ral. & Aug. Air Line R. R....	356,810	.88434	76.99	58	14	264	18
1098	S. Atl. & Ohio R. R.....	86,342	.....	96.25	27	12	37	9
1099	S. Car. & Ga. R. R.....	717,455	.82147	66.97	117	99	428	71
1100	Southern Ry. ¹	6,245,585	.84140	63.63	1,497	987	3,435	324
	[Line in Virginia and the Carolinas.]							
1108	Danv. & Wn. Ry.....	61,944	.57818	92.20	20	10	27	4
1103	Laurens Ry. ²	8,922	.....	88.93	3	.....	4	.....
1110	Suffolk & Car. Ry.....	37,875	.90390	71.74	8	8	15	5
970	Tol. & Ohio Cent. Ry.: ³							
971	Kanawha & Mich. Ry. ⁴	191,819	.66027	75.75	59	27	96	7
	[Line south of Ohio Riv.]							
1112	Valley R. R. (of Va.).....	93,325	.77591	84.48	34	4	50	4
1113	Warrenton R. R.....	3,006	.....	63.06	.....	.....	2	.....
1114	Wash., Alex. & Mt. Vern. Ry. ⁵ ...	7,773	.....	104.79	.....	.....	5	1
1116	W. Va. Cent. & Pittsb. Ry.....	486,857	.91689	58.14	128	118	194	45
1118	W. Va. Nn. R. R.....	5,909	.....	51.12	4	.....	.....	.....
1119	W. Va. Sn. Ry.....	31,315	.....	479.59	.....	.....	.....	31
1120	Wheel. Brg. & Term. Ry.....	52,035	1.25900	48.97	14	6	24	7
1121	Wilm., Newbern & Norf. Ry.....	72,898	.78646	94.68	23	10	32	6
1122	Wilm. Sea Coast R. R.....	15,661	.....	86.05	5	1	6	1
1123	Winifrede R. R.....	18,223	.....	78.60	2	2	10	3

¹ See page 465, No. 1100, for totals covering entire road.² Report of Receiver for six months ending December 31, 1895. 11.50 miles sold to Col., Newb. & Laurens R. R., and 18.40 miles abandoned.³ Inserted to show relation of road following.⁴ See page 465, No. 971, for totals covering entire road.⁵ Report for period, May 24 to June 30, 1896.

GROUP V. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1	2	3	4	5	6	7	8
	Abbreviated name of road.	TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount. Cols. 5+6+7+8	Per train mile.	Proportion to earnings from operation. $100 \times \text{Col. 2}$ T. III, Col. 16	Main-tenance of way and structures.	Main-tenance of equip-ment.	Con-ducting trans-portion.	Gen-eral expen-ses.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	
	Total—Group V	¹ 57,980,782	.88836	68.93	14,214	9,541	30,806	3,209
1125	Ala. & Vicksb. Ry.....	392,846	1.71809	68.42	138	68	165	21
1126	Alb. & Nn. Ry. ²	31,026	1.45799	99.40	10	2	12	5
1129	Ashl. Coal & Iron Ry.....	78,632	.....	60.34	22	23	21	11
1130	Atlanta & W. Pt. R. R.....	320,658	.88474	60.04	71	53	166	29
1133	Atl., Suwannee Riv. & Gulf Ry....	24,665	.....	70.72	7	5	10	1
1134	Aug. & Summerv. R. R.....	43,936	.....	51.59	1	.....	35	7
1135	Aug. Sn. R. R.....	45,896	.....	66.44	5	2	31	6
1136	Beattyv. & Cumb. Gap R. R.....	10,255	.....	55.51	2	.....	7	.....
1138	Birm. & Atl. R. R.....	24,598	.58881	96.79	5	2	10	5
1139	Birm., Selma & N. O. Ry.....	19,394	1.54903	124.40	7	1	6	2
1134	Birm., Sheff. & Tenn. Riv. Ry. ³	⁴ 64,264	.79859	74.81	.....	.....	.....	.....
1140	Blue Ridge & Atl. R. R.....	8,853	.....	102.00	1	.....	5	2
1142	Bowden Lithia Spgs. S. Line R. R. ⁵.....	.....	.....	.....	.....	.....	.....	.....
1146	Bristol, Elizabethton & N. Car. Ry.....	8,222	.....	88.32	2	.....	5	.....
1148	Burnside & Cumb. Riv. Ry.....	⁴ 5,416	.....	100.00	.....	.....	.....	.....
1149	Carrab., Tallah. & Ga. R. R.....	54,336	1.23914	162.74	9	7	20	16
1151	Cent. of Ga. Ry. ⁶	2,281,124	1.02774	67.48	621	321	1,194	143
1147	Mobile & Girard R. R. ⁷	123,014	1.12659	74.07	44	12	59	6
1148	Montg. & Eufaula Ry. ⁸	112,363	1.11021	74.08	41	10	55	5
1149	Sav. & Atl. R. R. ⁸	9,249	.60137	92.66	2	1	5	.....
1150	Sav. & Wn. R. R. ⁹	300,277	.99088	76.29	90	39	148	21
1145	Cent. R. R. & Bkg. Co. of Ga. ¹⁰	748,587	.95302	57.74	121	103	462	61
1157	Chatt., Rome & Cols. R. R.....	217,678	.83759	90.20	59	21	114	21
1158	Chatt. Sn. R. R. ¹¹	7,822	.....	94.74	2	.....	3	1
1155	Chatt. Sn. Ry. ¹²	69,414	.....	103.18	21	8	30	9
1159	Ches. & Nashv. Ry.....	36,833	1.57461	84.75	16	3	11	5
1027	Ches. & Ohio Ry. ¹³	1,732,578	.79112	73.13	394	306	982	49
	[Line west of Huntington, W. Va.]							
1161	Ches., Ohio & S. Wn. R. R.....	1,646,790	.70555	66.87	332	348	883	82
1162	Hodgenv. & Elizabetht. Ry.....	⁴ 10,784	.35552	77.50	.....	.....	.....	.....
1163	Owensboro, Falls of Rough & Green Riv. R. R.....	47,366	.53400	85.18	18	5	19	4
1164	Padu. Un. Depot Co.....	27,938	.....	108.37	3	.....	22	1
1165	S. Route Ry. Tr. Co.....	⁴ 12,543	.....	31.94	.....	.....	.....	.....
1166	Troy & Tiptonv. R. R.....	⁴ 2,715	1.07990	81.79	.....	.....	.....	.....
1167	Chickamauga & Durham R. R.....	24,257	1.07638	74.05	12	.....	11	.....
1169	Cin., N. O. & Tex. Pac. Ry.....	2,512,686	1.15985	68.32	565	467	1,379	100
1173	Cols. Sn. Ry.....	92,269	.71597	101.86	33	10	35	12
1174	Cov., Flemingsb. & Ashl. Ry.....	10,767	.....	74.89	3	.....	7	.....
1177	Darien & Wn. R. R.....	21,643	.....	96.77	3	3	11	4
1180	Dover & Statesboro R. R.....	7,683	.....	40.24	2	.....	3	1
1182	E. & W. R. R.....	88,448	.59214	95.42	32	7	39	8
1184	E. Tenn. & Wn. N. Car. R. R.....	37,179	.87341	72.45	10	5	14	6
1185	En. Ky. Ry.....	35,319	.66967	88.30	9	5	16	3
1189	Fla. Cent. & Penin. R. R.....	1,589,774	.80667	77.58	392	191	868	136
1190	Fla. E. Coast Ry.....	519,844	.95747	74.42	188	40	262	27

¹ Includes \$208,890, unclassified; covers eight roads making no classification of "operating expenses" under the four general heads.

² Report for ten months ending June 30, 1896. Reorganization of Alb., Fla. & Nn. Ry.

³ Report of Receiver for five months ending November 30, 1895. Reorganized as Nn. Ala. Ry.

⁴ Unclassified.

⁵ No report of operations.

⁶ Report for eight months ending June 30, 1896. Reorganization of Cent. R. R. & Bkg. Co. of Ga.

⁷ Report of Receivers for period, July 1, 1895 to March 14, 1896. Merged in Cent. of Ga. Ry.

⁸ Report of Receivers for seven months ending January 31, 1896. Merged in Cent. of Ga. Ry.

⁹ Report of Receivers for four months ending October 31, 1895. Merged in Cent. of Ga. Ry.

¹⁰ Report of Receiver for four months ending October 31, 1895. Reorganized as Cent. of Ga. Ry.

¹¹ Report for period, May 11 to June 30, 1896. Reorganization of Chatt. Sn. Ry.

¹² Report of Receiver for period, July 1, 1895 to May 10, 1896. Reorganized as Chatt. Sn. R. R.

¹³ See page 465, No. 1027, for totals covering entire road.

452 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP V. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount. Cols. 5+6+7+8	Per train mile.	Proportion to earnings from operation. 100×Col. 2 T. III, Col. 16	Main- tenance of way and struc- tures.	Main- tenance of equip- ment.	Con- duct- ing trans- porta- tion.	Gen- eral expen- ses.
		Dollars.	Dollars.	Per cent.	Dolls.	Dolls.	Dolls.	Dolls.
1193	Ft. White & Sn. Ry. ¹							
1196	Gainesv. & Gulf Ry.	19,984	.72174	53.56	4		10	3
1197	Georgia R. R.	1,047,434	.75705	69.82	193	160	615	77
1199	Gainesv., Jeff. & Sn. R. R.	43,693	.48062	91.09	16	1	25	
1200	Un. Pt. & White Plains R. R.	3,595	.40893	58.16	1		2	
1201	Wn. Ry. of Ala.	367,839	.86709	63.44	92	47	196	30
1202	Ga. & Ala. Ry. ²	380,538	.86674	67.43	78	63	196	42
1203	Abbeville & Waycross R. R. ³	10,408	.62837	57.75	2		6	
1206	Ga. Midl. Ry.	131,447	.77813	80.00	37	17	55	21
1207	Ga. Nn. Ry.	33,050		60.25	15	5	10	2
1208	Ga. Sn. & Fla. Ry.	578,105	.83915	66.70	152	135	240	49
1210	Gulf & Chic. R. R.	33,501	.74446	74.45	17	3	10	2
1213	Harriman & N. En. R. R. ⁴	4,871	1.15215	83.31	1		2	
1214	Hartwell R. R.	9,326	.71904	96.14	2		5	
1218	Ill. Cent. R. R. ⁵	4,370,366	.84112	69.25	1,167	753	2,291	157
	[Line south of Cairo, Ill.]							
1221	Yazoo & Miss. Vy. R. R.	2,234,626	.90101	63.31	557	326	1,249	101
1223	Jacksonv. & Atl. Ry.	12,290		74.88	2	1	6	1
1225	Jacksonv., Tampa & Key W. Ry.	309,960	.97841	102.33	67	56	142	42
1226	Jacksonv. Term. Co.	79,215		94.78	4		68	5
1667	Kans. Cy., Ft. Scott & Memph. R. R. ⁶							
1228	Kans. Cy., Memph. & Birm. R. R.	924,043	.88082	77.68	250	191	423	58
1229	Ky. & Ind. Brg. Co.	⁷ 102,018		59.70				
1230	New Alb. Belt & Term. R. R.	⁸ 6,330		51.90				
1232	Ky. Nn. Ry. ⁹	926	.68593	80.20				
1236	Lexington & En. Ry.	155,639	1.08971	71.63	55	21	63	15
1238	Live Oak & Gulf Ry.	9,853		42.61	2		4	2
1239	Lookout Incline Ry.	17,266		73.51	1	1	12	2
1240	Louisv. & Nashv. R. R. ¹⁰	12,918,752	.92505	65.98	3,020	2,363	6,964	569
	[Line south of Ohio Riv.]							
1254	Hend. Brg. Co.	19,640	.30160	7.83				19
1255	Nashv., Chatt. & St. L. Ry.	3,316,311	.75216	62.46	646	381	2,126	161
1283	Padu., Tenn. & Ala. R. R. ¹¹	75,164	.55718	64.48	22	7	34	10
1284	Tenn. Midl. Ry. ¹¹	87,799	.88205	80.53	26	10	41	9
1258	Nn. Div. Cumb. & Ohio R. R. ¹²	12,534	.80169	123.68	4	1	5	
1260	Louisv. Brg. Co.	152,180		47.18	54		50	47
1261	Louisv., Henderson & St. L. Ry. ¹³	354,573	.78530	74.80	109	42	180	21
1203	Macon & Birm. R. R. ¹⁴	59,432	1.18060	108.65	24	10	20	4
1262	Macon & Birm. Ry. ¹⁵	14,594	.66824	140.55	6	1	5	1
1257	Macon & Nn. Ry. ¹⁶	44,700		77.72	8	3	28	4
1263	Macon, Dublin & Sav. R. R.	44,557	.89847	80.06	14	3	17	8
1264	Mammoth Cave R. R. ¹⁷	3,756		81.58	3			
1265	Mari. & N. Ga. Ry.	239,128	.70712	75.94	79	34	105	20
1267	Memph. & Charleston R. R.	991,985	.83963	74.39	139	162	614	75
1269	Middle Ga. & Atl. Ry.	47,937		69.24	12	5	22	7

¹ Report for period, March 30 to June 30, 1896. No report of operations.

² Report for period, August 15, 1895 to June 30, 1896. Reorganization of Sav., Amer. & Montg. Ry.

³ Report for period, January 27 to June 30, 1896.

⁴ Report for two months ending June 30, 1896. Reorganization of Harriman Coal & Iron R. R.

⁵ See page 465, No. 1218, for totals covering entire road.

⁶ Inserted to show relation of road following.

⁷ Unclassified. Includes ferry and highway expenses.

⁸ Unclassified.

⁹ Report for five months ending June 30, 1896.

¹⁰ See page 465, No. 1240, for totals covering entire road.

¹¹ Report of Receivers for period, July 1 to December 14, 1895. Merged in Louisv. & Nashv. R. R.

¹² Report of Receiver for period, January 26 to June 30, 1896.

¹³ Report covers operations of Receiver of Louisv., St. L. & Tex. Ry. for eleven months ending May 31, 1896.

¹⁴ Report of Receiver for nine months ending March 31, 1896. Reorganized as Macon & Birm. Ry.

¹⁵ Report for three months ending June 30, 1896. Reorganization of Macon & Birm. R. R.

¹⁶ Report for period, July 1 to December 21, 1895. Merged in Cent. of Ga. Ry.

¹⁷ Report of Receiver for period, August 12, 1895 to June 30, 1896.

GROUP V. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount. Cols. 5+6+7+8	Per tram mile.	Proportion to earnings from operation. 100×Col. 2 T. III, Col. 16	Main- te- nance of way and struc- tures.	Main- te- nance of equip- ment.	Con- duct- ing trans- porta- tion.	Gen- eral expen- ses.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>
1275	Mobile & Birm. R. R.	244,852	.97958	82.94	81	19	122	22
1276	Mobile & Ohio R. R. ¹	1,566,937	.77234	63.41	275	314	847	130
	[Line south of Cairo, Ill.]							
1278	Morrist. & Cumb. Gap R. R.	17,029		97.47	6		6	4
1279	Moss Pt. & Pascagoula R. R.	7,001	.32260	87.81			3	1
1280	Nashv. & Knoxv. R. R.	62,081	.65245	74.66	23	4	22	11
1282	N. O. & N. En. R. R.	1,009,657	1.24123	71.53	273	210	469	56
1285	Nn. Ala. Ry. ²	76,238	.79865	74.61	28	12	30	4
1286	Oconeé & Wn. R. R.	34,324		99.24	11	8	9	4
1288	Ohio Vy. Ry.	251,592	.77339	69.39	74	29	131	16
1294	Ports. & Tygart Vy. R. R.	6,003		69.00			6	
1296	Rich., Nicholasv., Irvine & Beattyv. R. R.	53,373		74.66	15	5	21	10
1303	Sav., Fla. & Wn. Ry.	2,517,336	.89294	77.28	545	424	1,433	114
1304	Abbeville Sn. Ry.	15,650	.78064	81.15	4	1	9	
1305	Ala. Midl. Ry.	521,543	.75238	85.65	118	84	299	19
1306	Bruns. & Wn. R. R.	421,339	.94019	73.19	99	65	235	20
1307	Fla. Sn. R. R.	329,586	.94831	130.92	110	56	139	22
1309	Sanford & St. Petersb. R. R.	116,205	.74470	177.41	48	14	48	3
1310	Silver Spgs., Ocala & Gulf R. R.	93,401	.57191	50.79	26	9	52	5
1311	Tampa & Thonotosassa R. R.	7,080	.75558	103.10	1		4	
1312	Winston & Bone Vy. R. R.	30,202	2.10265	63.21	11	1	16	
1100	Southern Ry. ³	6,563,247	.84789	71.27	1,890	1,106	3,304	261
	[Line west of Virginia and the Carolinas.]							
1323	Ala. Gt. Sn. R. R.	1,042,470	.93887	64.53	260	233	487	61
1228	Knoxv., Cumb. Gap & Louisv. R. R. ⁴	89,947	1.21384	111.02	30	13	39	6
1325	Knoxv., Cumb. Gap & Louisv. Ry. ⁵	92,624	1.05896	98.28	32	16	38	4
1330	Talbotton R. R.	6,941		77.49	1		3	1
1337	Tifton & N. En. R. R. ⁶	4,593		60.80			2	1
1338	Tuskegee R. R. ⁷	8,214	.51145	63.78	3		2	1
1339	Valdosta Sn. Ry.	⁸ 4,820		47.49				
1343	Wrightsv. & Tennille R. R.	57,191	.85112	62.01	22	5	20	8

¹ See page 465, No. 1276, for totals covering entire road.

² Report for seven months ending June 30, 1896. Reorganization of Birm., Sheff. & Tenn. Riv. Ry.

³ See page 465, No. 1100, for totals covering entire road.

⁴ Report of Receiver for period, July 1 to December 17, 1895.

⁵ Report for period, December 18, 1895 to June 30, 1896.

⁶ Report for six months ending June 30, 1896.

⁷ Partnership company.

⁸ Unclassified.

454 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VI. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1 Abbreviated name of road.	2 Amount. Cols. 5+6+7+8	3 Per train mile.	4 Proportion to earnings from operation. $100 \times \text{Col. 2}$ T. III, Col. 16	5 6 7 8 DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
					Main- te- nance of way and struc- tures.	Main- te- nance of equip- ment.	Con- duct- ing trans- porta- tion.	Gen- eral expen- ses.
	Total—Group VI	Dollars. 142, 151, 082	Dollars. . 87702	Per cent. 60. 80	Dolls. 31, 039	Dolls. 23, 300	Dolls. 80, 178	Dolls. 7, 408
1345	Abbotsf. & N. En. R. R.	9, 069	. 60458	60. 42	3	-----	3	1
1346	Ahnapee & Wn. Ry.	14, 121	-----	60. 36	3	-----	8	1
1347	Ames & College Ry.	4, 691	-----	82. 31	-----	-----	3	-----
1349	Atch., Top. & S. Fe Ry. ²	2, 288, 579	. 81871	64. 42	587	370	1, 223	106
	[Line east of Kansas City, Mo.]							
171	Balt. & Ohio R. R.: ³							
741	Balt. & Ohio S. Wn. Ry. ⁴	1, 715, 330	. 70203	66. 40	262	207	1, 152	92
	[Line west of Vincennes, Ind.]							
1350	Belt Ry. of Chic.	399, 246	. 67869	58. 44	58	63	237	39
1351	Big Falls Ry.	⁵ 4, 280	-----	102. 87	-----	-----	-----	-----
1352	Boone Vy. Coal & Ry. Co. ⁶	⁵ 12, 661	-----	-----	-----	-----	-----	-----
1353	Brainerd & Nn. Minn. Ry.	161, 360	1. 10106	70. 88	23	21	102	13
1354	Burl., Cedar Rap. & Nn. Ry.	3, 127, 744	. 86116	64. 12	955	587	1, 432	152
66	Canadian Pac. Ry.: ⁷							
1360	Duluth, S. Shore & Atl. Ry.	1, 202, 846	. 80267	62. 31	293	145	699	64
1362	Minl. Range R. R.	58, 516	. 64660	52. 23	9	6	35	6
1363	Hancock & Calumet R. R.	104, 768	. 60406	52. 18	17	15	64	7
1364	Minneap., St. P. & S. S. Marie Ry	2, 332, 471	. 87588	62. 44	388	450	1, 373	119
1365	Centralia & Chester R. R.	48, 931	-----	49. 31	14	7	20	5
1367	Chic. & Alt. R. R.	4, 519, 887	. 81802	58. 77	786	620	2, 877	235
1373	Chic. & En. Ill. R. R.	2, 248, 261	. 88145	54. 98	318	448	1, 371	110
1377	Chic. & Ill. Sn. Ry. ⁸							
1378	Chic. & Nn. Pac. R. R.	228, 785	-----	31. 51	36	21	130	40
1379	Chic. & N. Wn. Ry.	20, 932, 204	. 78091	61. 57	4, 314	4, 197	11, 770	649
1385	Sioux Cy. & Pac. R. R.	300, 423	. 83722	70. 71	43	50	180	26
1386	Chic. & Tex. R. R.	134, 387	. 87003	72. 76	23	17	72	19
1387	Chic., Burl. & Quin. R. R. ⁹	9, 983, 927	. 82923	59. 06	1, 977	1, 879	5, 394	732
	[Line east of Missouri Riv.]							
1389	Burl. & N. Wn. Ry.	42, 587	1. 72029	73. 15	14	3	19	5
1390	Burl. & Wn. Ry.	81, 193	. 51242	97. 27	26	8	38	8
1391	Chic., Burl. & Kans. Cy. Ry.	246, 776	. 69408	66. 80	86	24	119	16
1392	Chic., Burl. & Nn. R. R. of Wis. and Minn.	1, 641, 257	. 98605	78. 62	338	260	967	74
1394	Hann. & St. Jos. R. R.	1, 589, 631	. 70342	64. 62	217	231	1, 019	120
1396	Kans. Cy., St. Jos. & Coun. Bluffs R. R.	1, 070, 237	. 96918	60. 59	235	105	644	84
1398	St. L., Keokuk & N. Wn. R. R.	1, 083, 294	. 91626	54. 31	194	100	706	80
1400	Chic., Ft. Mad. & Des M. Ry.	60, 455	. 62656	63. 00	16	3	33	7
1401	Chic. Gt. Wn. Ry.	3, 652, 872	. 91793	77. 65	650	542	2, 192	268
1404	Chic., Io. & Dak. Ry.	25, 002	. 64754	65. 59	9	-----	10	4
1405	Chic., L. Shore & En. Ry.	1, 006, 942	2. 57117	44. 08	88	234	653	30
1411	Chic., Milw. & St. P. Ry.	18, 800, 052	. 84360	57. 17	4, 727	2, 740	10, 659	673
1413	Chic., Padu. & Memph. R. R.	79, 185	. 58816	83. 43	28	6	34	9
1414	Chic., Peoria & St. L. R. R. ¹⁰	292, 153	. 77900	77. 34	44	29	201	16
1400	Chic., Peoria & St. L. Ry. ¹¹	458, 096	. 80978	78. 96	77	70	291	18
1415	Chic., Rock I. & Pac. Ry. ¹²	7, 540, 546	. 87801	63. 95	1, 711	1, 000	4, 249	579
	[Line east of Missouri Riv.]							

¹ Includes \$223,721, unclassified; covers three roads making no classification of "operating expenses" under the four general heads.

² Group figures assigned by this Office. See page 465, No. 1349, for totals covering entire road.

³ Inserted to show relation of road following.

⁴ See page 465, No. 741, for totals covering entire road.

⁵ Unclassified.

⁶ Company's business is chiefly hauling its own coal.

⁷ Inserted to show relation of four roads following.

⁸ Performs switching service only.

⁹ See page 465, No. 1387, for totals covering entire road.

¹⁰ Report for five months ending June 30, 1896. Reorganization of Chic., Peoria & St. L. Ry.

¹¹ Report of Receivers for seven months ending January 31, 1896. Reorganized as Chic., Peoria & St. L. R. R.

¹² Group figures assigned by this Office. See page 465, No. 1415, for totals covering entire road.

GROUP VI. TABLE IV—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount. Cols. 5+6+7+8	Per train mile.	Proportion to earnings from operation. 100×Col. 2 T. III, Col. 16	Main- te- nance of way and struc- tures.	Main- te- nance of equip- ment.	Con- duct- ing trans- porta- tion.	Gen- eral expen- ses.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>
1419	Chic., St. P., Minneap. & Om. Ry. ¹ [Line east of Missouri Riv.]	4,561,142	1.05032	62.39	1,010	886	2,496	167
1421	Chippewa Riv. & Menomonie Ry.	11,391	.91277	107.81	1	1	6	2
789	Clev., Cin., Chic. & St. L. Ry. ² [Line west of Terre Haute, Ind.]	2,599,047	.95554	72.35	482	432	1,590	94
1422	Kank. & Seneca Ry.	62,230	.88264	71.56	17	8	33	2
798	Peoria & En. Ry. ³ [Line west of Danville, Ill.]	517,096	.83138	72.24	123	107	277	7
1424	Crooked Ck. R. R. & Coal Co.	14,792	.....	* 114.66	5	2	5	1
1426	Des M. Nn. & Wn. R. R.	282,812	.75361	63.75	90	29	149	13
1427	Des M. Un. Ry.	100,952	.....	77.75	15	10	64	10
1428	Drummond & S. Wn. Ry.	8,345	.....	87.30	2	1	3	.....
1429	Duluth & Iron Range R. R.	1,084,120	1.39211	46.98	405	202	403	71
1430	Duluth & Winnipeg R. R.	204,260	1.30940	72.29	45	17	135	6
1432	Duluth, Missabe & Nn. Ry.	581,345	1.26371	32.44	115	73	329	63
1433	Duluth, Miss. Riv. & Nn. R. R.	91,031	1.51861	62.63	19	5	54	11
1434	Duluth, Red Wing & Sn. R. R.	53,480	1.01965	67.30	16	5	24	7
1436	E. St. L. Con. Ry. ⁴	128,364	.....	78.28	19	8	85	14
1437	Elgin, Joliet & En. Ry.	791,673	1.17469	61.24	170	130	438	52
1440	Fulton Co. N. G. Ry.	46,280	.58857	105.31	24	4	13	3
1442	Gt. Nn. Ry. ⁵ [Line east of Minot, N. Dak.]	5,050,405	1.06108	42.58	1,069	772	2,975	233
1444	Duluth, Watert. & Pac. Ry.	40,334	1.83819	174.57	23	2	12	1
1445	En. Ry. of Minn.	862,366	1.39.25	45.45	161	81	575	43
1446	Duluth Term. Ry.	17,158	.....	38.71	15	.....	.....	1
1447	Willmar & Sioux Falls Ry.	270,477	.86041	43.15	77	31	147	14
1448	Green Bay & Wn. R. R. ⁶	17,955	.78846	78.03	6	2	7	1
1439	Green Bay, Win. & St. P. R. R. ⁷	310,987	.75869	77.43	92	37	162	18
1449	Iola Nn. R. R.	4,754	.....	107.68	.....	.....	3	.....
1451	Hann. Un. Depot Co.	14,407	.....	71.31	.....	.....	.....	14
1452	Hazelhurst & S. En. Ry. ⁸	4,314	.81404	53.04	.....	.....	3	.....
1445	Humeston & Shen. R. R. ⁹	100,181	.87945	94.04	49	10	32	7
1218	Ill. Cent. R. R. ¹⁰ [Line north of Cairo, Ill.]	9,468,430	.75674	60.62	2,029	1,802	5,280	355
1462	St. L., Alt. & T. Haute R. R.	175,165	.89989	53.18	31	33	98	11
1470	Ill. Term. R. R.	4,155	.....	81.90	.....	.....	3	.....
839	Ind., Dec. & Wn. Ry. ¹¹ [Line in Illinois.]	162,197	.71302	67.31	36	22	94	8
840	Ind., Ill. & Io. R. R. ¹² [Line in Illinois.]	258,942	1.07751	66.15	55	27	155	20
1471	Io. Cent. Ry.	1,175,753	.75980	63.91	297	146	664	66
1473	Albia & Centerv. Ry.	28,571	.57173	66.41	8	3	15	.....
1474	Io. Nn. Ry.	10,591	.94051	79.20	3	.....	6	1
1476	Jacksonv., Louisv. & St. L. Ry.	159,922	.....	75.85	42	16	78	22
1479	Kans. Cy. & Atl. R. R.	21,468	.70430	110.88	4	2	10	3
1480	Keokuk & Ham. Brg. Co.	12,739	.....	23.54	1	.....	5	6

¹ See page 465, No. 1419, for totals covering entire road.

² See page 465, No. 789, for totals covering entire road.

³ See page 465, No. 798, for totals covering entire road.

⁵ See page 465, No. 1442, for totals covering entire road.

⁶ Report for period, June 10 to June 30, 1896. Reorganization of Green Bay, Win. & St. P. R. R.

⁷ Report for period, July 1, 1895 to June 9, 1896. Reorganized as Green Bay & Wn. Ry.

⁸ Report for five months ending June 30, 1896.

⁹ Report for ten months ending April 30, 1896. Merged in Chic., Burl. & Quin. R. R.

¹⁰ See page 465, No. 1218, for totals covering entire road.

¹¹ See page 465, No. 839, for totals covering entire road.

¹² See page 465, No. 840, for totals covering entire road.

⁴ Performs switching service only.

456 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VI. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Per train mile.	Proportion to earnings from operation. 100×Col. 2 T. III, Col. 16	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
		Cols. 5+6+7+8						
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>
1481	Keokuk & Wn. R. R.	242,174	.80786	57.07	64	41	106	29
1482	{ Des M. & Kans. Cy. Ry. ¹	34,150	.55485	68.33	10	5	12	6
	{ Des M. & Kans. Cy. Ry. ²	44,697	.48199	69.07	14	5	17	6
1483	Kewaunee, Green Bay & Wn. R. R.	31,194	.71414	56.08	6	1	22	1
1484	Kickapoo Vy. & Nn. Ry.	20,643	.96247	107.38	5	2	8	3
1487	L. Sup. Term. & Tr. Ry.	69,698		85.86	7	2	55	4
1488	La Salle & Bureau Co. R. R.	9,580	1.22455	66.30	2		7	
1489	Litchf., Carrollton & Wn. R. R.	56,555	.55175	88.96	20	3	25	6
1240	Louisv. & Nashv. R. R. ³	828,632	.95188	74.64	217	145	432	33
	[Line north of Ohio Riv.]							
1491	Manistique Ry.	67,152	1.05684	58.12	25	13	27	
1492	Marinette, Tomahawk & Wn. Ry. ⁴	2,739	.58269	129.93			2	
1493	Marshf. & S. En. Ry. ⁵	4,241		52.56				3
1494	Mason Cy. & Ft. Dodge R. R.	93,939	.90309	56.37	31	13	33	15
1496	Milw. & Sup. Ry.	18,608		58.62	3	1	12	1
1497	Minneap. & St. L. R. R.	1,186,595	.98022	56.32	271	194	598	121
1498	Wis., Minn. & Pac. R. R.	216,062	.86359	65.72	72	30	99	13
1499	Minneap. En. Ry.	27,531		50.12	3	2	18	2
1501	Minneap. Un. Ry.	47,548		16.32	9		36	
1276	Mobile & Ohio R. R. ⁶	658,942	.66455	72.46	152	86	381	38
	[Line north of Cairo, Ill.]							
1506	Munising Ry. ⁷							
1508	Nn. Pac. R. R. ⁸	5,364,304	1.12464	55.39	1,282	831	2,793	456
	[Line east of Montana.]							
1522	Chic. & Calumet Term. Ry.	193,904		58.00	23	28	134	8
1523	N. Wn. Coal Ry.	21,874		71.15	2		10	8
1524	Om. & St. L. Ry.	264,799	1.14141	83.43	52	39	147	26
1525	Pawnee R. R.	10,953	.63853	100.77	7		3	
1527	Peoria & Pekin Un. Ry.	366,644		54.56	73	44	225	23
1528	Peoria, Dec. & Evansv. Ry.	611,874	.67597	69.81	163	80	314	52
1529	Port Arthur, Duluth & Wn. Ry. of Minn. ⁹							
1531	Quin., Om. & Kans. Cy. Ry.	177,631	.65993	61.31	49	13	103	10
1532	Rice L., Dallas & Menomonie Ry.	8,453		100.00	1		5	1
1533	Rock I. & Peoria Ry.	487,171	1.06630	78.50	131	106	228	20
1534	Rockp., Lang. & Nn. Ry.	5,557		88.95	1		3	
1536	St. Jos. Term. R. R.	¹⁰ 206,780		89.10				
1537	St. Jos. Un. Depot Co. ¹¹							
1538	St. L. & En. Ry. ¹²							
1541	St. L. & Hann. Ry.	121,138		81.54	34	16	58	12
1542	St. L. Bellev. & Sn. Ry.	15,448		100.43	3		6	5
1543	St. L., Chic. & St. P. R. R.	255,752	.60385	88.01	43	47	136	28
1544	St. L., Indpls. & En. R. R.	79,232	1.30055	111.39	27	10	35	5
1545	St. P. & Duluth R. R.	1,271,575	1.33755	79.69	346	172	667	84
1551	St. P. Un. Depot Co.	95,196		68.69	10		75	7
1552	S. S. Marie Brg. Co. ¹³	7,847		12.62	3		3	
1553	Sioux Cy. & Nn. R. R.	169,402	1.28572	63.88	48	19	74	26
1560	Tabor & Nn. Ry.	6,916	.55411	80.59	2		3	
964	T. Haute & Indpls. R. R. ¹⁴	1,927,805	.93259	90.77	406	324	1,110	86
	[Line in Illinois.]							
1561	E. St. L. & Carondelet Ry.	52,329		60.80	15	3	30	2

¹ Report for period, July 1 to December 4, 1895.² Report for period, December 5, 1895 to June 30, 1896.³ See page 465, No. 1240, for totals covering entire road.⁴ Report for six months ending June 30, 1896.⁵ Report for period, February 20 to June 30, 1896. Reorganization of Port Edw., Centralia & Nn. Ry.⁶ See page 465, No. 1276, for totals covering entire road.⁷ Under construction.⁸ Figures cover 2,042.75 miles, group portion of whole line; 265.12 miles not in United States. See page 465, No. 1508, for totals covering entire road.⁹ Road not in operation.¹⁰ Unclassified.¹¹ No return of operating expenses.¹² No report of operations.¹³ Figures cover whole line, 1.22 mile; .86 mile not in United States.¹⁴ See page 465, No. 964, for totals covering entire road.

GROUP VI. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1	2	3	4	5	6	7	8
	Abbreviated name of road.	TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Per train mile.	Proportion to earnings from operation. 100 × Col. 2 T. III, Col. 16	Main-tenance of way and structures.	Main-tenance of equipment.	Conducting transportation.	General expenses.
		Cols. 5+6+7+8						
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>
1564	Tol., Peoria & Wn. Ry.....	747,632	.91418	74.00	214	74	427	31
973	Tol., St. L. & Kans. Cy. R. R. ¹ [Line in Illinois.]	446,570	.87763	71.15	78	66	282	18
978	Wabash R. R. ² [Line west of Danville, Ill.]	5,450,868	.84643	71.88	1,066	1,028	3,232	123
1572	Wabash, Chester & Wn. R. R.....	52,434	.51452	56.92	15	5	28	2
1574	Waukegan & Miss. Vy. Ry.....	31,602	.....	90.21	2	1	23	3
1576	Win. & Wn. Ry.....	129,664	.91259	81.78	41	12	65	9
1577	Win. Brg. Ry.....	7,352	.....	35.64	1	.....	5	.....
1578	Wis. & Chippewa Ry.....	8,170	.40048	104.96	1	1	5	.....
1579	Wis. & Mich. Ry.....	72,813	.....	76.47	13	7	41	9
1580	Wis. Cent. Co.....	1,620,478	.87162	70.85	406	208	869	136
1582	Wis. Cent. R. R.....	1,387,839	.....	65.84	380	204	677	125

¹ Group figures assigned by this Office.

² Group figures assigned by this Office.

See page 465, No. 973, for totals covering entire road.

See page 465, No. 978, for totals covering entire road.

458 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VII. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount. Cols. 5+6+7+8	Per train mile.	Proportion to earnings from operation. 100×Col. 2 T. III, Col. 16	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>
	Total—Group VII	¹ 24,345,992	1.03318	65.03	5,469	4,444	12,923	1,485
1586	Black H. & Ft Pierre R. R.....	122,378	1.97002	98.00	61	15	44	.....
1587	Butte, Anaconda & Pac. Ry	373,826	2.38738	40.10	34	60	266	11
1379	Chic. & N. Wn. Ry.: ²							
1588	Frem., Elk. & Mo. Vy. R. R	1,931,446	.73502	64.99	424	279	1,133	93
1387	Chic., Burl. & Quin. R. R. ³	6,034,616	.89131	69.24	1,567	977	3,113	375
	[Line west of Missouri Riv.]							
1419	Chic., St. P., Minneap. & Om. Ry. ⁴	466,584	.72593	57.87	124	82	230	29
	[Line west of Missouri Riv.]							
1591	Gt. Falls & Can. Ry	68,186	.75650	76.92	14	10	36	6
1442	Gt. Nn. Ry. ⁵	1,925,101	.96813	74.08	462	324	1,042	95
	[Line between Minot, N. Dak., and Idaho.]							
1592	Mont. Cent. Ry	1,138,974	1.26122	64.30	202	179	726	30
1508	Nn. Pac. R. R. ⁶	3,832,954	1.27227	63.70	1,177	567	1,776	312
	[Line in Idaho and Montana.]							
1602	Om. Brg. & Term. Ry	⁷ 22,730	.....	102.47	.....	.....	.....	.....
1603	Sioux Cy., O'Neill & Wn. Ry	120,914	.86344	79.51	26	10	67	16
1604	Un. Pac. Ry. ⁸	6,782,890	1.18846	60.15	1,035	1,716	3,604	426
	[Union and Cheyenne Divs.]							
1606	Brighton & Bould. Brh. R. R....	21,306	1.25657	68.97	8	.....	10	1
1607	Carb. Cut Off Ry	30,303	2.16216	69.80	7	2	19	.....
1608	Kear. & Black H. Ry	24,393	1.17119	84.47	4	3	14	1
1609	Mont. Un. Ry	329,888	2.26085	71.59	55	60	192	20
1611	Om. & Repub. Vy. Ry	506,201	.92177	74.79	145	61	275	23
1612	St. Jos. & Gr. I. R. R	512,820	.87245	81.37	89	76	312	33
1613	Kans Cy. & Om. R. R	100,482	.78390	112.22	25	14	54	6

¹ Includes \$22,730, unclassified; covers one road making no classification of "operating expenses" under the four general heads.

² Inserted to show relation of road following.

³ See page 465, No. 1387, for totals covering entire road.

⁴ See page 465, No. 1419, for totals covering entire road.

⁵ See page 465, No. 1442, for totals covering entire road.

⁶ See page 465, No. 1508, for totals covering entire road.

⁷ Unclassified.

⁸ See page 465, No. 1604, for totals covering entire road.

GROUP VIII. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount. Cols. 5+6+7+8	Per train mile.	Proportion to earnings from operation. 100×Col. 2 T. III, Col. 16	Main- te- nance of way and struc- tures.	Main- te- nance of equip- ment.	Con- duct- ing trans- porta- tion.	Gen- eral expen- ses.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>
	Total—Group VIII.....	¹ 63,723,138	.97763	69.70	15,307	9,782	35,159	3,425
1614	Ark. & Choctaw Ry. ²	8,833	.....	61.59	.....	.....	7	.....
1616	Ark. Midl. R. R.	74,084	.88178	69.86	23	16	22	12
1617	Ark. Sn. R. R.	24,200	.....	58.56	4	1	12	5
1349	Atch., Top. & S. Fe Ry. ³ [Line west of Kans. Cy., Mo.]	13,301,194	.90915	75.33	3,413	2,154	7,112	619
1621	Atl. & Pac. R. R. ⁴ [Central Division.]	148,706	.73812	91.48	51	15	80	1
1622	Colo. Midl. R. R.	1,391,043	1.29671	72.92	256	233	833	67
1624	Manh., Al. & Bgame. Ry.	45,966	1.06743	109.17	26	1	14	3
1625	St. L. & San Fran. Ry.	3,721,652	.72111	61.45	763	539	2,179	238
1635	St. L., Kans. Cy. & Colo. R. R.	119,907	1.12694	132.93	28	3	76	10
1636	Wich. & Wn. Ry.	89,595	1.09444	124.48	44	6	33	6
1639	Brownwood & N. Wn. Ry. ⁵	⁶ 2,301	.....	70.13	.....	.....	.....	.....
1642	Chester, Perryv., S. Genevieve & Farm. R. R.	⁶ 12,212	.....	100.00	.....	.....	.....	.....
1643	Chic. & Atch. Brg. Co.	11,543	.....	21.92	.....	.....	.....	11
1415	Chic., Rock I. & Pac. Ry. ⁷ [Line west of Missouri Riv.]	3,805,445	.72846	73.53	863	504	2,144	292
1644	Choctaw, Oklahoma & Gulf R. R.	303,914	1.10592	65.00	100	51	113	37
1646	Crystal Ry.	10,244	1.16883	78.96	2	3	4	.....
1649	Denver & Rio G. R. R.	4,348,780	1.02820	57.59	1,164	423	2,456	304
1653	Denver, Lakewood & Golden R. R.	27,111	.58177	81.93	3	3	18	2
1654	Eureka Spgs. Ry.	28,654	1.06086	45.66	6	2	12	6
1655	Excelsior Spgs. R. R.	12,532	.....	82.31	3	.....	7	1
1656	Flor. & Cripple Ck. R. R.	247,432	1.25783	46.92	41	19	166	19
1660	Ham. & Kingst. R. R.	5,911	.33117	111.97	1	1	3	.....
1663	Houck's Mo. & Ark. R. R.	5,145	.....	90.74	1	.....	1	1
1664	Hutchinson & Sn. R. R.	46,209	.59647	80.14	6	3	25	9
1666	Kans. Cy. Belt Ry.	78,471	.....	36.85	13	7	43	13
1667	Kans. Cy., Ft. Scott & Memph. R. R.	2,605,299	.89136	66.37	483	521	1,391	208
1668	Current Riv. R. R.	99,601	.86737	69.62	37	16	44	1
1669	Kans. Cy. & Memph. Ry. & Brg. Co.	78,644	.....	25.67	34	.....	15	28
1670	Kans. Cy., Clinton & Springf. Ry.	218,838	.63292	54.18	77	27	109	5
1671	Kans. Cy. N. Wn. R. R.	272,311	1.16339	93.29	82	68	113	8
1672	Kans. Cy. & Beatrice Ry.	21,525	.72992	48.60	7	1	12	.....
1673	Kans. Cy., Osceola & Sn. Ry.	169,923	.....	101.91	52	14	91	11
1674	Kans. Cy., Pittsb. & Gulf R. R.	441,375	.....	78.95	104	56	254	26
1676	Texarkana & Ft. Smith Ry.	88,201	.....	77.65	30	6	41	9
1678	Kans. Cy. Suburban Belt R. R.	122,940	.....	58.58	20	16	72	13
1680	Kans. Cy. & Indep. Air Line R. R.	70,610	.....	107.87	2	9	54	3
1681	Leav., Top. & S. Wn. Ry.	47,159	1.29985	109.93	18	2	24	1
1683	Little Rock & Memph. R. R.	347,104	1.23706	96.13	91	54	161	40
1686	Manitou & Pikes Peak Ry.	25,895	3.12405	39.31	5	4	12	3
1687	Midl. Term. Ry.	231,885	1.88618	54.23	40	22	157	11
1689	Miss. Riv. & Bonne T. Ry.	153,944	1.06745	72.42	40	20	79	14
1691	Mo., Kans. & Tex. Ry. ⁸ [Line north of Denison, Tex.]	3,848,767	.73025	55.00	690	396	2,455	306
1694	Mo. Pac. Ry.	9,210,395	1.02912	82.65	2,470	1,633	4,840	265
1709	Cent. Brh. Un. Pac. R. R.	568,393	.81109	82.16	147	67	328	24

¹ Includes \$48,608, unclassified; covers four roads making no classification of "operating expenses" under the four general heads. ² Report for period, August 31, 1895 to June 30, 1896.

³ Group figures assigned by this Office. See page 465, No. 1349, for totals covering entire road.

⁴ See page 465, No. 1621, for totals covering entire road.

⁵ Report for six months ending June 30, 1896. ⁶ Unclassified.

⁷ Group figures assigned by this Office. See page 465, No. 1415, for totals covering entire road.

⁸ See page 465, No. 1691, for totals covering entire road.

GROUP VIII. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1	2	3	4	5	6	7	8
	Abbreviated name of road.	TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Per train mile.	Proportion to earnings from operation.	Main-tenance of way and structures.	Main-tenance of equipment.	Conducting transportation.	General expenses.
		Cols. 5+6+7+8		$\frac{100 \times \text{Col. 2}}{\text{T. III, Col. 16}}$				
		Dollars.	Dollars.	Per cent.	Dolls.	Dolls.	Dolls.	Dolls.
	Mo. Pac. Ry.—Continued.							
1714	St. L., Iron Mtn. & Sn. Ry.....	7,830,395	1.07732	70.83	1,837	1,338	4,427	227
1718	Ark. & La. Ry.....	29,015	.84232	71.97	10	1	13	3
1722	Mo. Sn. R. R.....	22,356	.46000	72.32	5	4	12	-----
1724	Pine Bluff & En. R. R.....	12,988	1.03735	116.04	4	1	4	1
1725	Prescott & N. Wn. R. R.....	¹ 13,549	-----	93.84	-----	-----	-----	-----
1727	Rio G. Sn. R. R.....	255,008	-----	52.12	93	23	117	20
1728	St. Clair, Mad. & St. L. Belt R. R..	¹ 20,546	-----	89.43	-----	-----	-----	-----
1729	St. L., Cape Gir. & Ft. Smith Ry..	109,286	.81559	95.91	36	16	39	17
1730	St. L., Kennett & Sn. R. R.....	30,709	-----	82.91	8	1	16	4
1731	St. L. S. Wn. Ry.....	2,210,662	1.20987	73.78	589	340	1,160	120
1732	Paragould S. En. Ry.....	12,535	-----	73.65	4	1	5	-----
1733	St. L. Tr. Ry.....	77,628	-----	76.80	12	2	52	10
1734	Searcy & W. Pt. R. R.....	14,425	-----	69.64	1	-----	6	7
1735	Silverton R. R.....	34,559	5.68593	45.54	7	1	17	7
1736	Silverton Nn. R. R. ²	665	-----	26.65	-----	-----	-----	-----
1738	Stuttgart & Ark. Riv. R. R.....	30,147	-----	161.16	14	3	9	3
1739	Term. R. R. Assn. of St. L.....	690,069	-----	35.98	71	60	507	51
1742	St. L. Merchants Brg. Term. Ry..	321,984	-----	52.12	52	33	215	20
1745	Texarkana & Shrevept. R. R.....	21,240	-----	52.58	8	-----	8	3
1746	Ultima T., Arkadel. & Miss. R. R.	26,071	1.01897	84.20	10	4	10	-----
1604	Un. Pac. Ry. ³	1,983,052	1.04491	70.67	371	431	1,057	123
	[Kans. Div. and Leavenworth Brh.]							
1748	Denver, Leadv. & Gunnison Ry..	628,526	1.38801	85.18	124	113	361	29
1749	Jctn. Cy. & Ft. Kear. Ry.....	86,089	.71121	92.14	25	5	51	3
1750	Kans. Cent. R. R.....	145,027	1.25868	102.97	71	5	62	6
1751	Sal. & S. Wn. Ry.....	32,626	.71574	82.61	10	1	18	1
1752	Solomon R. R.....	49,945	.68266	63.20	13	3	30	2
1755	Un. Pac., Denver & Gulf Ry....	2,332,494	1.12009	74.67	574	422	1,241	93
1756	Un. Pac., Linc. & Colo. Ry.....	134,361	.97311	83.10	64	14	49	5
1757	White & Black Riv. Vy. Ry.....	50,625	-----	72.52	19	7	18	6
1758	Williamsv., Greenv. & St. L. Ry...	22,665	-----	52.72	5	5	8	3

¹ Unclassified.² Report for period, November 4, 1895 to June 30, 1896.³ See page 465, No. 1604, for totals covering entire road.

GROUP IX. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Per train mile.	Proportion to earnings from operation. 100×Col. 2 T. III, Col. 16	Main-tenance of way and structures.	Main-tenance of equip-ment.	Con-ducting trans-portion.	Gen-eral expen-ses.
		Cols. 5+6+7+8						
	Total—Group IX.....	<i>Dollars.</i> 1 32, 627, 893	<i>Dollars.</i> 1. 67693	<i>Per cent.</i> 76. 77	<i>Dolls.</i> 8, 132	<i>Dolls.</i> 4, 405	<i>Dolls.</i> 18, 354	<i>Dolls.</i> 1, 714
1760	Aransas Harb. Term. Ry. ²							
1349	Atch., Top. & S. Fe Ry.: ³							
1761	Gulf, Colo. & S. Fe Ry.....	4, 167, 287	1. 02782	88. 74	974	502	2, 510	179
1415	Chic., Rock I. & Pac. Ry.: ³							
1764	Chic., Rock I. & Tex. Ry.....	280, 246	. 99972	78. 85	68	20	160	31
1765	De Kalb & Red Riv. R. R.....	5, 520	. 44160	88. 00	3		2	
1766	E. La. R. R.....	66, 755		74. 74	11	9	34	12
1768	Ft. Wor. & Rio G. Ry.....	241, 365	1. 14233	62. 35	67	22	116	35
1770	Galv., Houston & Hend. R. R. of 1882.	311, 803	1. 79458	65. 99	59	23	218	11
1771	Galv., La Porte & Houston Ry....	26, 989	1. 91778	242. 67	7	1	14	3
1773	Gulf, Beaumont & Kans. Cy. Ry ..	51, 495		61. 93	12	9	26	2
1775	Hearne & Brazos Vy. R. R.....	19, 234	. 70074	65. 26	8		10	
1777	Houston E. & W. Tex. Ry.....	387, 562	. 94206	73. 75	117	50	199	19
1778	Houston & Shrevept. R. R.....	67, 061	1. 03256	75. 35	23	8	33	1
1779	Internat. & Gt. Nn. R. R.....	2, 513, 490	1. 03456	79. 50	616	460	1, 341	95
1780	Jackson R. R.....	⁴ 15, 976		91. 06				
1781	Kans. Cy., Watkins & Gulf Ry....	104, 754	. 75485	67. 15	36	11	47	9
1788	Mansf. Ry. & Transp. Co.....	⁴ 3, 921		83. 16				
1790	Minden R. R.....	6, 370	. 81653	52. 23	1		3	
1691	Mo., Kans. & Tex. Ry. ⁵	3, 843, 582	1. 08315	95. 15	860	440	2, 395	147
	[Line south of Denison, Tex.]							
1792	Sherman, Shrevept. & Sn. Ry ...	251, 450	1. 21821	78. 47	92	24	111	23
1793	Natchez, Red Riv. & Tex. R. R....	11, 829		99. 37	2		4	4
1794	Natchitoches & Red Riv. Vy. Ry..	16, 156		79. 46	3	1	5	5
1795	N. O. & N. Wn. Ry.....	79, 822	. 74672	71. 12	23	4	40	11
1801	Paris, Marsh. & Sab. Pass Ry.....	12, 062	1. 01011	75. 62	4		3	3
1803	Pecos Vy. Ry.....	59, 562	. 73972	102. 51	8	7	32	11
1804	Pecos Riv. R. R.....	25, 080	. 63447	80. 14	4	3	15	1
1805	Rio G. R. R.....	30, 181	1. 60114	68. 62	2	11	9	6
1806	Rio G. & Eagle Pass Ry.....	24, 735		60. 65	6	1	11	4
1807	Rio G. Nn. Ry. ⁶							
1810	St. L., Avoyelles & S. Wn. Ry. ⁶							
1731	St. L. S. Wn. Ry.: ⁷							
1811	St. L. S. Wn. Ry. of Tex.....	1, 702, 160	1. 16872	97. 28	514	230	848	108
1812	Tyler S. En. Ry.....	208, 475	1. 44209	141. 25	72	34	96	5
1813	San Ant. & Aransas Pass Ry.....	1, 363, 237	1. 11004	71. 69	413	146	735	67
1816	Sn. Pac. Co. ⁸	2, 539, 786	1. 25713	63. 87	422	371	1, 630	114
	[Line in Louisiana.]							
1820	Austin & N. Wn. R. R.....	163, 113	. 97119	67. 50	34	26	86	15
1821	Cent. Tex. & N. Wn. Ry.....	47, 569	. 76502	73. 52	11	3	28	3
1822	Galv., Harrisb. & San Ant. Ry..	3, 171, 589	. 86644	63. 70	736	377	1, 934	123
1823	Gulf, Wn. Tex. & Pac. Ry.....	113, 564	1. 13690	133. 29	52	8	46	5
1824	Houston & Tex. Cent. R. R.....	2, 072, 897	1. 13093	67. 04	476	289	1, 115	191
1825	Ft. Wor. & N. O. Ry.....	136, 605	1. 27146	65. 25	47	2	78	7
1826	N. Y., Tex. & Mexican Ry.....	148, 893	1. 12378	69. 04	50	14	69	15
1827	Tex. & N. O. R. R.....	895, 325	. 99456	62. 62	198	140	514	42
1808	Tex. Transp. Co. ⁹	11, 283	1. 89318	48. 91	5		4	
1828	Sugar Land Ry.....	7, 768	. 95998	49. 38	1		5	1

¹ Includes \$20,325, unclassified; covers three roads making no classification of "operating expenses" under the four general heads.

² Report for period, January 23 to June 30, 1896. Road not in operation.

³ Inserted to show relation of road following.

⁵ See page 465, No. 1691, for totals covering entire road.

⁷ Inserted to show relation of two roads following.

⁸ See page 465, No. 1816, for totals covering entire road.

⁹ Report for eleven months ending May 31, 1896. Merged in Tex. & N. O. R. R.

⁴ Unclassified.

⁶ Road not in operation.

GROUP IX. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1	2	3	4	5	6	7	8
	Abbreviated name of road.	TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Per train mile.	Proportion to earnings from operation.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.
		Cols. 5+6+7+8		$\frac{100 \times \text{Col. 2}}{\text{T. III, Col. 16}}$				
		Dollars.	Dollars.	Per cent.	Dolls.	Dolls.	Dolls.	Dolls.
1829	Teche R. R. & Sugar Co. ¹							
1830	Tex. & Pac. Ry.	5, 271, 048	1. 11809	77. 27	1, 361	836	2, 881	192
1831	El Paso Nn. Ry.	² 428		76. 07				
1832	Tex. Cent. R. R.	254, 574	1. 22392	80. 93	128	23	82	20
1834	Tex., La. & En. R. R.	27, 156	1. 45649	96. 86	10	2	8	5
1835	Tex. Mexican Ry.	159, 496	1. 11121	107. 50	48	20	75	15
1836	Tex. Midl. R. R.	169, 074	1. 51810	119. 17	67	23	62	15
1837	Tex., Sab. Vy. & N. Wn. Ry.	27, 528	. 99984	79. 10	10	1	11	3
1840	Tex. Trunk R. R.	62, 042	1. 60472	102. 62	19	3	20	18
1604	Un. Pac. Ry: ³							
1755	Un. Pac., Denver & Gulf Ry.: ⁴							
1843	Ft. Wor. & Denver Cy. Ry.	849, 594	. 91879	83. 95	237	136	410	65
1846	Velasco Term. Ry.	33, 479	1. 31392	138. 65	15		15	2
1847	Vicksb., Shrevept. & Pac. R. R.	375, 281	1. 48863	69. 04	122	83	145	23
1848	Waco & N. Wn. R. R.	133, 385	1. 37350	45. 95	38	9	70	15
1849	Weatherf., Minl. Wells & N. Wn. Ry.	35, 835	1. 05454	68. 12	8	3	14	8
1851	Wich. Vy. Ry.	22, 422	. 62761	47. 00	4	1	14	2

¹ No report of operations.³ Inserted to show relation of two roads following.² Unclassified.⁴ Inserted to show relation of road following.

GROUP X. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Per train mile.	Proportion to earnings from operation. 100 × Col. 2 T. III, Col. 16	Main-tenance of way and structures.	Main-tenance of equip-ment.	Con-duct-ing trans-porta-tion.	Gen-eral expen-ses.
		Cols. 5+6+7+8						
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>
	Total—Group X	¹ 40,713,489	1.11175	66.55	10,132	6,138	22,148	2,269
1855	Ariz. & New Mex. Ry.....	90,025	1.92114	39.23	34	14	32	8
1856	Ariz. & S. En. R. R.....	95,210	2.04277	35.89	23	11	48	10
1349	Atch., Top. & S. Fe Ry.: ²							
1621	Atl. & Pac. R. R. ³ [Western and California Divs.]	3,112,409	.93281	85.93	922	511	1,585	93
1857	New Mex. & Ariz. R. R.....	106,364	1.25579	74.99	27	9	62	6
1858	Sn. Cal. Ry.....	1,882,355	1.31218	86.96	457	202	1,138	83
1860	Bellingham Bay & British Col. R. R.	48,039	1.41031	115.93	10	2	22	12
1861	Bellingham Bay & En. R. R.....	23,692	1.66703	61.27	1	1	18	2
1862	Belt R. R. of San Fran.....	⁴ 15,189		55.58				
1863	Blakely R. R.....	48,763		81.40	15	5	23	3
1866	Buckspt. & Elk Riv. R. R.....	11,468		38.60	1		3	6
1867	Cal. Ry.....	19,464		133.45	2	2	11	3
1869	Cal. En. Ry.....	11,826	1.26344	95.44			6	5
1870	Carson & Colo. Ry.....	108,248	.75019	72.19	24	13	68	1
1873	Cent. Wash. R. R. ⁵	36,143	.69184	66.07	6		24	4
1875	Col. & Puget Sd. R. R.....	119,791	.09369	49.75	33	16	60	10
1876	Colusa & L. R. R.....	12,605	.59738	92.63	3	1	6	1
1877	Coos Bay, Roseb. & En. R. R. & Nav. Co. ⁶							
1878	Coronado R. R.....	18,866	.09962	66.42	3	2	10	2
1879	Eel Riv. & Eureka R. R.....	42,027	.76973	45.52	7	1	26	7
1881	Eureka & Palisade R. R.....	39,120	1.48792	66.36	18	5	13	1
1882	Everett & Monte Cristo Ry.....	58,225	1.52690	60.52	20	4	23	10
1884	Gila Vy., Globe & Nn. Ry.....	46,723	1.11151	48.49	11	1	17	16
1442	Gt. Nn. Ry. ⁷ [Line west of Montana.]	939,197	1.34474	104.16	245	117	534	41
1891	Ilwaco Ry. & Nav. Co.....	11,469	.78769	68.60	2		6	1
1892	Indep. & Monmouth Ry.....	⁴ 1,200	.09393	66.98				
1896	Los Ang. & Redondo Ry.....	51,386	.82534	79.88	9	8	27	5
1897	Los Ang. Term. Ry.....	96,740	.64120	91.17	14	11	58	11
1898	Maricopa & Phoenix & Salt Riv. Vy. R. R.	⁸ 86,547	2.06457	83.92	27	4	32	22
1903	Nev.-Cal.-Oregon Ry.....	41,866	.78888	70.62	12	4	17	6
1904	Nev. Cent. R. R.....	26,834	.88466	85.27	5	4	11	4
1905	Nev. Co. N. G. R. R.....	73,467	.98275	69.41	23	9	32	8
1906	N. Pac. Coast R. R.....	267,074	.86539	75.58	57	25	168	15
1508	Nn. Pac. R. R. ⁹ [Line west of Idaho.]	2,986,687	1.19378	69.05	795	388	1,537	264
1917	Seattle, L. Shore & En. Ry.....	226,956	.84286	70.42	63	36	106	20
1918	Nn. Pac. Term. Co. of Oregon.....	71,041		22.55	5	3	48	14
1919	Ogden & Hot Spgs. Ry.....	⁴ 2,235		92.35				
1920	Ogden Un. Ry. & Depot Co.....	59,630		94.02	13		41	3
1921	Oregon Cent. & En. R. R.....	67,836		75.79	15	4	33	14
1922	Pac. Coast Ry.....	77,958	.85621	76.27	27	10	33	6
1923	Pac. Lum. Co.'s R. R.....	7,990		161.92	6			1
1924	Pac. Lum. & Wood Co.'s R. R.....	⁴ 6,194		40.47				
1928	Port Townsend Sn. R. R.....	17,457	.27173	127.00	1		10	3
1929	Rio G. Wn. Ry.....	1,505,397	1.10015	62.15	326	194	869	113
1932	Rogue Riv. Vy. Ry.....	4,371		91.29			2	
1934	Salt L. & Los Ang. Ry.....	23,941	1.03192	69.80	2	1	11	8

¹ Includes \$24,818, unclassified; covers four roads making no classification of "operating expenses" under the four general heads.

² Inserted to show relation of three roads following.

³ See page 465, No. 1621, for totals covering entire road.

⁴ Report of Receiver for eight months ending June 30, 1896.

⁵ See page 465, No. 1442, for totals covering entire road.

⁶ Includes operations of the Maricopa & Phoenix R. R. for period, July 1 to December 4, 1895.

⁷ See page 465, No. 1508, for totals covering entire road.

⁸ Unclassified.

⁹ Under construction.

GROUP X. TABLE IV.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896—Continued.

A.—Operating Expenses—Continued.

No.	1	2	3	4	5	6	7	8
	Abbreviated name of road.	TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount.	Per train mile.	Proportion to earnings from operation. 100 × Col. 2 T. III, Col. 16	Main-tenance of way and structures.	Main-tenance of equipment.	Conducting transportation.	General expenses.
		Cols. 5+6+7+8						
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>
1935	Salt L. & Mercur R. R	43,559	.....	74.90	.....	.....	41	2
1938	San Diego, Cuyamaca & En. Ry....	28,125	.75478	70.93	4	3	15	5
1939	San Diego, Pac. B. & La Jolla Ry.	16,349	.50119	129.50	3	2	9	1
1940	San Fran. & N. Pac. Ry	520,878	1.35993	65.85	135	60	270	55
1942	San Pete Vy. Ry	23,543	.....	165.08	6	1	12	2
1944	S. Fe, Prescott & Phoenix Ry.....	265,566	.89890	49.76	61	31	146	25
1945	Seashore R. R.	7,589	.....	72.24	1	1	4	.....
1946	Seattle & Nn. Ry	19,277	.17027	47.77	3	1	10	3
1947	Seattle Warehouse & Term. Co. ¹	.....	.....	.....	.....	.....	.....	.....
1949	Sierra Vys. Ry	8,249	.47299	102.49	.....	.....	6	1
1950	Silv. Cy. & Nn. R. R.	27,231	.....	137.37	14	.....	11	1
1816	Sn. Pac. Co. ²	20,956,813	1.13130	65.19	4,990	3,363	11,620	982
	[Pacific System.]							
1962	Spokane Falls & Nn. Ry.....	141,053	.97877	39.31	53	12	53	21
1963	Sumpter Vy. Ry	31,104	.....	75.88	16	2	9	1
1964	Tacoma & L. Cy. R. R. & Nav. Co. ³	4,332	.....	203.02	.....	.....	2	.....
1604	Un. Pac. Ry. : ⁴							
1966	Echo & Park Cy. Ry	52,810	2.39218	64.03	20	3	26	1
1967	Oregon S. Line & Utah Nn. Ry..	2,844,187	1.12599	50.49	624	509	1,566	144
1969	Oregon Ry. & Nav. Co	2,695,980	1.70084	71.84	796	465	1,312	122
1977	United Verde & Pac. Ry	44,650	1.72701	43.23	12	3	23	6
1978	Utah Cent. Ry	51,495	1.53826	69.44	14	7	22	6
1980	Va. & Truckee R. R.	179,787	2.13981	84.23	39	22	115	2
1981	Visalia R. R.	11,516	.....	73.99	.....	.....	10	.....
1982	Visalia & Tulare R. R	6,901	.27400	76.75	1	.....	4	.....
1984	Wash. & Col. Riv. Ry.....	124,081	.92623	58.02	44	7	56	15
1985	Yreka R. R.	8,389	.72733	58.72	1	1	5	.....

¹ No report of operations.² See page 465, No. 1816, for totals covering entire road.³ Report for period, July 1, 1895 to May 8, 1896.⁴ Inserted to show relation of three roads following.

TABLE IV.—SUPPLEMENT.—GENERAL EXPENDITURES FOR THE YEAR ENDING JUNE 30, 1896.

A.—Operating Expenses.

[Showing totaled figures for certain roads lying in more than one group.]

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8
		TOTAL OPERATING EXPENSES.			DISTRIBUTION OF OPERATING EXPENSES. [Three figures omitted.]			
		Amount. Cols. 5+6+7+8	Per train mile.	Proportion to earnings from operation. $\frac{100 \times \text{Col. 2}}{\text{T. III, Col. 16}}$	Main-tenance of way and structures.	Main-tenance of equip-ment.	Con-ducting trans-portion.	Gen-eral expen-ses.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>
66	Canadian Pac. Ry. ¹	12, 375, 641	.83759	60.12	2, 750	1, 606	7, 059	959
171	Balt. & Ohio R. R. ²	17, 768, 348	.84339	74.20	2, 920	3, 019	10, 999	829
741	Balt. & Ohio S. Wn. Ry. ³	4, 288, 325	.70003	66.40	656	517	2, 881	232
328	Erie R. R. ⁴	11, 030, 959	.....	71.27	1, 515	2, 180	7, 054	279
459	N. Y., L. Erie & Wn. R. R. ⁵	9, 189, 567	.....	76.16	1, 561	1, 890	5, 458	278
789	Clev., Cin., Chic. & St. L. Ry. ⁶	9, 916, 241	.95554	72.35	1, 840	1, 648	6, 067	359
798	Peoria & En. Ry. ⁷	1, 374, 158	.83138	72.24	329	285	738	20
839	Ind., Dec. & Wn. Ry. ⁸	324, 394	.71302	67.31	73	44	189	17
840	Ind., Ill. & Io. R. R. ⁹	552, 022	1.06924	70.23	119	58	329	44
912	Norf. & Wn. R. R. ¹⁰	8, 171, 228	.79277	75.00	1, 479	2, 236	3, 944	510
964	T. Haute & Indpls. R. R. ¹¹	3, 510, 566	.94455	86.10	713	649	1, 967	179
970	Tol. & Ohio Cent. Ry. ¹²							
971	Kanawha & Mich. Ry. ¹³	356, 635	.67873	75.75	107	50	184	13
973	Tol., St. L. & Kans. Cy. R. R. ¹⁴	1, 563, 619	.88974	77.96	274	232	989	66
978	Wabash R. R. ¹⁵	9, 671, 518	.82850	75.10	1, 891	1, 825	5, 734	219
1027	Ches. & Ohio Ry. ¹⁶	6, 855, 372	.83395	66.95	1, 441	1, 458	3, 695	260
1100	Southern Ry. ¹⁷	12, 796, 565	.84390	67.43	3, 388	2, 093	6, 727	586
1218	Ill. Cent. R. R. ¹⁸	13, 838, 796	.78150	63.09	3, 197	2, 556	7, 571	513
1240	Louisv. & Nashv. R. R. ¹⁹	13, 747, 384	.92662	66.45	3, 238	2, 508	7, 397	603
1276	Mobile & Ohio R. R. ²⁰	2, 225, 879	.73695	65.85	427	400	1, 228	168
1349	Atch., Top. & S. Fe Ry. ²¹	15, 589, 773	.89465	73.50	4, 001	2, 525	8, 336	726
1621	Atl. & Pac. R. R. ²²	3, 261, 115	.92173	86.34	973	527	1, 665	94
1387	Chic., Burl. & Quin. R. R. ²³	16, 018, 543	.85157	62.53	3, 544	2, 857	8, 508	1, 108
1415	Chic., Rock I. & Pac. Ry. ²⁴	11, 345, 991	.82145	66.99	2, 575	1, 504	6, 393	871
1419	Chic., St. P., Minneap. & Om. Ry. ²⁵	5, 027, 726	1.00850	61.94	1, 135	968	2, 726	196
1442	Gt. Nn. Ry. ²⁶	7, 892, 067	1.05983	51.45	1, 777	1, 214	4, 529	370
1508	Nn. Pac. R. R. ²⁷	12, 182, 764	1.18459	60.88	3, 255	1, 787	6, 106	1, 033
1604	Un. Pac. Ry. ²⁸	8, 765, 942	1.15263	62.24	1, 406	2, 147	4, 661	549
1691	Mo., Kans. & Tex. Ry. ²⁹	7, 692, 349	.87225	67.24	1, 550	837	4, 850	454
1816	Sn. Pac. Co. ³⁰	23, 489, 427	1.14330	64.82	5, 413	3, 735	13, 243	1, 097

¹ Lies in Group I and outside United States; see page 440, No. 66.

² Lies in Groups II, III, and IV; see pages 442, 446, and 449, No. 171.

³ Lies in Groups III and VI; see pages 446 and 454, No. 741.

⁴ Report for seven months ending June 30, 1896. Reorganization of N. Y., L. Erie & Wn. R. R. Lies in Groups II and III; see pages 443 and 447, No. 328.

⁵ Report of Receivers for five months ending November 30, 1895. Reorganized as Erie R. R. Lies in Groups II and III; see pages 444 and 447, No. 459.

⁶ Lies in Groups III and VI; see pages 446 and 455, No. 789.

⁷ Lies in Groups III and VI; see pages 446 and 455, No. 798.

⁸ Lies in Groups III and VI; see pages 447 and 455, No. 839.

⁹ Lies in Groups III and VI; see pages 447 and 455, No. 840.

¹⁰ Lies in Groups III and IV; see pages 447 and 449, No. 912.

¹¹ Lies in Groups III and VI; see pages 448 and 456, No. 964.

¹² Inserted to show relation of road following.

¹³ Lies in Groups III and IV; see pages 448 and 450, No. 971.

¹⁴ Lies in Groups III and VI; see pages 448 and 457, No. 973.

¹⁵ Lies in Groups III and VI; see pages 448 and 457, No. 978.

¹⁶ Lies in Groups IV and V; see pages 449 and 451, No. 1027.

¹⁷ Lies in Groups IV and V; see pages 450 and 453, No. 1100.

¹⁸ Lies in Groups V and VI; see pages 452 and 455, No. 1218.

¹⁹ Lies in Groups V and VI; see pages 452 and 456, No. 1240.

²⁰ Lies in Groups V and VI; see pages 453 and 456, No. 1276.

²¹ Covers operations of Atch., Top. & S. Fe R. R. under receivership for six months ending December 31, 1895, and of Atch., Top. & S. Fe Ry. for six months ending June 30, 1896. Lies in Groups VI and VIII; see pages 454 and 459, No. 1349.

²² Lies in Groups VIII and X; see pages 459 and 463, No. 1621.

²³ Lies in Groups VI and VII; see pages 454 and 458, No. 1387.

²⁴ Lies in Groups VI and VIII; see pages 454 and 459, No. 1415.

²⁵ Lies in Groups VI and VII; see pages 455 and 458, No. 1419.

²⁶ Lies in Groups VI, VII, and X; see pages 455, 458, and 463, No. 1442.

²⁷ Lies in Groups VI, VII, and X and outside the United States; see pages 456, 458, and 463, No. 1508.

²⁸ Lies in Groups VII and VIII; see pages 458 and 460, No. 1604.

²⁹ Lies in Groups VIII and IX; see pages 459 and 461, No. 1691.

³⁰ Lies in Groups IX and X; see pages 461 and 464, No. 1816.

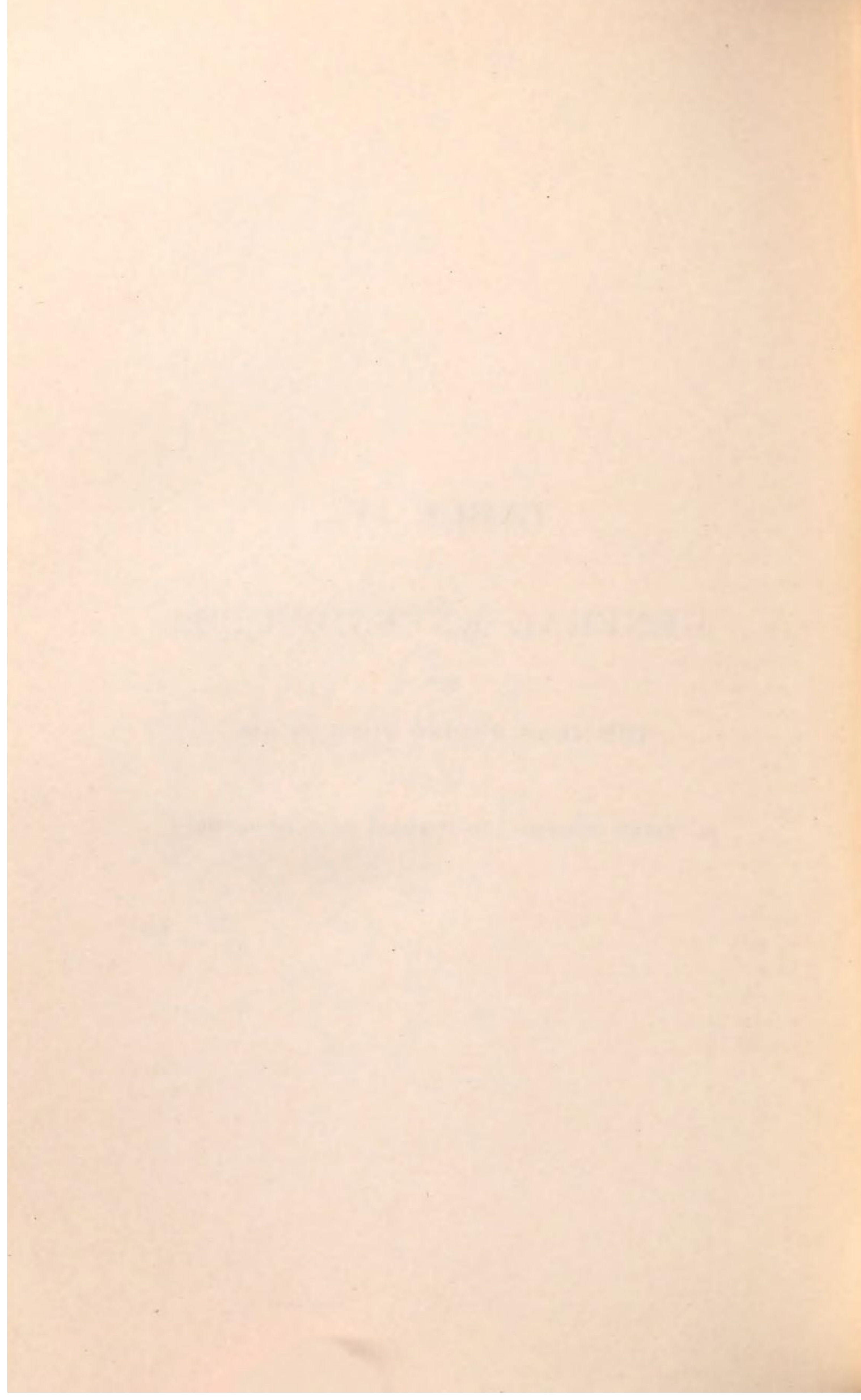
TABLE IV.

GENERAL EXPENDITURES

FOR

THE YEAR ENDING JUNE 30, 1896.

B.—FIXED CHARGES AND SUMMARY OF EXPENDITURES.



EXPLANATORY NOTE.

The statistics contained in this table were compiled on the basis of territorial grouping. The roads appearing in this table are, with a few exceptions, which are explained by footnotes, those filing annual reports in season for use in all tabulations. The "Supplement," pages 534 to 535, inclusive, contains totalized figures for certain roads lying in more than one territorial group. For some of these roads data were assigned to territorial groups in this office. "Interest on funded debt," column 12, and "Interest on interest-bearing current liabilities," column 13, were assigned to groups on the same basis as railway capital in Table II. "Rents paid for lease of road," column 14, were assigned to the proper territorial group, so far as possible, as determined from a study of the existing conditions in each case. In the case of roads No. 1369, Groups VI and VIII, and No. 1443, Groups VI, VII, and X, however, there is an exception, the data for these roads being all assigned on the basis of the group location of "Line owned." The other items were so assigned on the basis of the percentage proportion of "Income from operation" for each road in the different territorial groups in which it is located.

It should be said in explanation of the items for certain roads that appear in bold-faced type that they represent the "Fixed charges" of subsidiary companies paid from the "Income from lease of road" received from the operating road. These items are separately totalized to avoid duplication, and should not be taken into account as showing a part of the "Fixed charges" of the railways of the United States considered as a system.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and main- tenance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
	Total—Railways in the United States.	<i>Dollars.</i> 416, 573, 137	<i>Dollars.</i> 545, 468	<i>Dollars.</i> 249, 624, 177	<i>Dollars.</i> 8, 469, 063
	Charges against income from operation.	350, 250, 493	.....	191, 322, 997	7, 410, 835
	Charges against income from lease of road.	66,322,644	545,468	58,301,180	1,058,228
Group I.....	Total	23, 506, 334	63, 944	7, 958, 804	1, 497, 669
	Charges against income from operation.	19, 786, 354	.....	4, 537, 728	1, 459, 933
	Charges against income from lease of road.	3,719,980	63,944	3,421,076	37,736
Group II.....	Total	107, 727, 222	210, 830	53, 932, 742	2, 177, 360
	Charges against income from operation.	84, 625, 422	.....	34, 194, 833	1, 542, 047
	Charges against income from lease of road.	23,101,800	210,830	19,737,909	635,313
Group III.....	Total	55, 272, 685	83, 285	31, 392, 207	1, 007, 464
	Charges against income from operation.	48, 901, 035	.....	26, 376, 711	940, 840
	Charges against income from lease of road.	6,371,650	83,285	5,015,496	66,624
Group IV.....	Total	16, 834, 636	15, 998	12, 175, 263	321, 272
	Charges against income from operation.	14, 702, 476	.....	10, 386, 031	253, 272
	Charges against income from lease of road.	2,132,160	15,998	1,789,232	68,000
Group V.....	Total	32, 117, 506	16, 019	21, 017, 820	990, 362
	Charges against income from operation.	27, 272, 189	.....	16, 601, 008	836, 165
	Charges against income from lease of road.	4,845,317	16,019	4,416,812	154,197
Group VI.....	Total	75, 566, 361	51, 769	50, 932, 788	1, 201, 275
	Charges against income from operation.	68, 534, 351	.....	44, 431, 393	1, 164, 194
	Charges against income from lease of road.	7,032,010	51,769	6,501,395	37,081
Group VII.....	Total	18, 593, 835	1, 534	13, 651, 007	100, 130
	Charges against income from operation.	17, 091, 850	.....	12, 151, 314	100, 130
	Charges against income from lease of road.	1,501,985	1,534	1,499,693	.....

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges.

14	15	16	17	18	19	20	No.
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total of operating expenses and fixed charges. Cols. 2+10	Proportion assignable to operation. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Per cent.</i>	
92,972,322	39,970,791	5,162,240	¹ 19,829,076	1,189,562,181	.....	.....	
92,167,352 804,970	37,961,655 2,009,136	4,584,778 577,462	² 16,802,876 ³ 3,026,200	1,123,239,537 66,322,644	68.82	31.18	
9,796,736	3,282,819	23,000	⁴ 883,362	85,279,861	.....	.....	
9,760,512	3,263,270	23,000	⁵ 741,911	81,559,881	75.74	24.26	
36,224	19,549	.....	⁶ 141,451	3,719,980	.....	.....	
33,611,792	7,997,873	1,466,437	⁷ 8,330,188	300,975,143	.....	.....	
33,533,785	7,012,774	1,194,851	⁸ 7,147,132	277,873,343	69.55	30.45	
78,007	985,099	271,586	⁹ 1,183,056	23,101,800	.....	.....	
13,740,046	6,362,005	972,135	¹⁰ 1,715,543	180,787,817	.....	.....	
13,555,319	5,894,572	932,577	¹⁰ 1,201,016	174,416,167	71.96	28.04	
184,727	467,433	39,558	514,527	6,371,650	.....	.....	
2,073,218	1,382,606	27,442	¹¹ 838,837	47,744,724	.....	.....	
2,033,667	1,279,938	12,345	¹¹ 737,223	45,612,564	67.77	32.23	
39,551	102,668	15,097	101,614	2,132,160	.....	.....	
6,754,074	2,697,576	309,584	¹² 332,071	90,098,288	.....	.....	
6,753,469	2,471,467	309,584	¹² 300,496	85,252,971	68.01	31.99	
605	226,109	.....	31,575	4,845,317	.....	.....	
9,240,325	8,868,810	1,268,192	¹³ 4,003,202	217,717,443	.....	.....	
9,091,569	8,783,409	1,254,325	¹³ 3,809,461	210,685,433	67.47	32.53	
148,756	85,401	13,867	193,741	7,032,010	.....	.....	
1,716,241	1,661,917	102	1,462,904	42,939,827	.....	.....	
1,716,241	1,661,177	102	1,462,886	41,437,842	58.75	41.25	
.....	740	.....	18	1,501,985	.....	.....	

¹ Includes \$769,750, "interest on real estate mortgages."² Includes \$665,857, "interest on real estate mortgages."³ Includes \$103,893, "interest on real estate mortgages."⁴ Includes \$114,195, "interest on real estate mortgages."⁵ Includes \$106,320, "interest on real estate mortgages."⁶ Includes \$7,875, "interest on real estate mortgages."⁷ Includes \$555,571, "interest on real estate mortgages."⁸ Includes \$459,553, "interest on real estate mortgages."⁹ Includes \$96,018, "interest on real estate mortgages."¹⁰ Includes \$63,686, "interest on real estate mortgages."¹¹ Includes \$5,127, "interest on real estate mortgages."¹² Includes \$3,105, "interest on real estate mortgages."¹³ Includes \$28,000, "interest on real estate mortgages."

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and main- tenance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Group VIII.....				
	{ Total	34,582,179	7,390	26,033,854	431,622
	{ Charges against income { from operation.	30,499,782	-----	22,296,812	431,622
	{ Charges against income { from lease of road.	4,082,397	7,390	3,737,042	-----
	Group IX.....				
	{ Total	15,878,749	565	12,441,624	339,834
	{ Charges against income { from operation.	15,197,880	-----	11,764,664	339,834
	{ Charges against income { from lease of road.	680,869	565	676,960	-----
	Group X.....				
	{ Total	36,493,630	94,134	20,088,068	402,075
	{ Charges against income { from operation.	23,639,154	-----	8,582,503	342,798
	{ Charges against income { from lease of road.	12,854,476	94,134	11,505,565	59,277
	GROUP I.				
	Total—Group I.....	23,506,334	63,944	7,958,804	1,497,669
	Charges against income from operation.	19,786,354	-----	4,537,728	1,459,933
	Charges against income from lease of road.	3,719,980	63,944	3,421,076	37,736
1	Bang. & Aroostook R. R.....	230,507	-----	142,550	2,784
2	Bang. & Piscataq. R. R.....	73,850	100	73,750	-----
6	Benningt. & Rutl. Ry.....	39,871	-----	33,250	-----
7	Boston & Alb. R. R.....	1,124,670	-----	337,980	-----
8	N. Brookf. R. R.....	242	-----	-----	-----
9	Pittsf. & N. Adams R. R.....	-----	-----	-----	-----
10	Prov., Web. & Springf. R. R.....	5,352	88	-----	4,856
11	Ware Riv. R. R.....	-----	-----	-----	-----
12	Boston & Me. R. R. ¹	5,209,933	-----	1,071,462	1,029
13	Boston & Lowell R. R.....	374,789	7,000	364,864	2,925
14	Cent. Mass. R. R.....	110,250	6,500	103,750	-----
15	Conn. & Pass. Rivs. R. R.....	79,196	3,196	76,000	-----
16	Nash. & Lowell R. R.....	6,707	1,707	5,000	-----
17	Peterborough R. R.....	183	183	-----	-----
21	Stony Brk. R. R.....	281	281	-----	-----
22	Wilton R. R.....	-----	-----	-----	-----
23	Conc. & Montreal R. R.....	230,000	(²)	230,000	-----
24	Conc. & Ports. R. R.....	369	350	-----	-----
25	Frank. & Tilton R. R.....	-----	-----	-----	-----
29	Nash., Acton & Boston R. R.....	-----	-----	-----	-----
30	New Boston R. R.....	-----	-----	-----	-----
31	Pemigewasset Vy. R. R.....	331	331	-----	-----
33	Suncook Vy. R. R.....	283	283	-----	-----
37	Conn. Riv. R. R.....	93,600	2,000	91,600	-----
38	Danvers R. R.....	-----	-----	-----	-----
39	En. R. R. in N. H.....	442	442	-----	-----
40	Ports. & Dover R. R.....	-----	-----	-----	-----
41	Kennebunk & Kport. R. R.....	-----	-----	-----	-----
42	Lowell & And. R. R.....	175	162	-----	-----
44	Manch. & Law. R. R.....	37,913	1,979	(²)	-----
45	Newburyport R. R.....	-----	-----	-----	-----
46	Portl., Saco & Ports. R. R.....	-----	-----	-----	-----
47	Worc., Nash. & Roch. R. R.....	82,571	2,539	71,040	8,992

¹ Figures cover whole line, 1,716.76 miles; 40.17 miles not in United States.² Paid direct by the Boston & Me. R. R. Co.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total of operating expenses and fixed charges. Cols. 2+10	Proportion assignable to operation. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	No.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
2,695,141	4,151,543	272,201	990,428	98,305,317	.....	.....	
2,378,041	4,148,485	272,201	972,621	94,222,920	67.63	32.37	
317,100	3,058	.....	17,807	4,082,397	.....	.....	
1,320,512	1,176,188	508,038	91,988	48,506,642	.....	.....	
1,320,512	1,175,344	508,038	89,488	47,825,773	68.22	31.78	
.....	844	.....	2,560	680,869	.....	.....	
12,024,237	2,389,454	315,109	¹ 1,180,553	77,207,119	.....	.....	
12,024,237	2,271,219	77,755	¹ 340,642	64,352,643	63.26	36.74	
.....	118,235	237,354	839,911	12,854,476	.....	.....	
9,796,736	3,282,819	23,000	² 883,362	85,279,861	.....	.....	
9,760,512	3,263,270	23,060	³ 741,911	81,559,881	75.74	24.26	
36,224	19,549	.....	⁴ 141,451	3,719,980	.....	.....	
83,950	1,223	.....	.....	672,465	65.72	34.28	1
.....	6,621	.....	.....	73,850	.....	.....	2
708,690	.....	.....	⁵ 78,000	202,691	80.33	19.67	6
.....	237	.....	5	7,327,846	84.65	15.35	7
.....	.....	.....	.....	242	.....	.....	8
.....	360	.....	48	5,352	.....	.....	9
3,131,584	981,953	.....	⁵ 23,905	19,716,873	73.58	26.42	10
.....	.....	.....	.....	374,789	.....	.....	11
.....	.....	.....	.....	110,250	.....	.....	12
.....	.....	.....	.....	79,196	.....	.....	13
.....	.....	.....	.....	6,707	.....	.....	14
.....	.....	.....	.....	183	.....	.....	15
.....	.....	.....	.....	281	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	230,000	.....	.....	21
.....	.....	.....	19	369	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	29
.....	.....	.....	.....	331	.....	.....	30
.....	.....	.....	.....	283	.....	.....	31
.....	.....	.....	.....	93,600	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	.....	442	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	.....	40
.....	13	.....	.....	175	.....	.....	41
.....	.....	.....	35,934	37,913	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	82,571	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	47

¹ Includes \$66, "interest on real estate mortgages."² Includes \$114,195, "interest on real estate mortgages."³ Includes \$106,320, "interest on real estate mortgages."⁴ Includes \$7,875, "interest on real estate mortgages."⁵ "Interest on real estate mortgages."

GROUP I.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		Dollars.	Dollars.	Dollars.	Dollars.
	Boston & Me. R. R.—Continued.				
48	Me. Cent. R. R. ¹	1,385,129	.....	616,232	21,602
49	Belfast & Mooseh. L. R. R.	9,129	129	5,640	.....
50	Dexter & Newpt. R. R.	10,700	200	10,500	.....
51	Dexter & Piscataq. R. R.	7,352	352	7,000	.....
52	En. Me. Ry.	500	500	.....	.....
53	European & N. Amer. Ry.	40,820	820	40,000	.....
54	Knox & Line. Ry.	68,990	200	68,790	.....
55	Portl. & Ogdensb. Ry.	114,450	500	113,950	.....
56	Upper Coos R. R.	45,685	500	45,185	.....
57	Portl. & Roch. R. R.	28,345	.....	(²)	.....
58	St. J. & L. Cham. R. R.	74,800	.....	66,400	.....
59	Vt. Vy. R. R. of 1871.	45,050	.....	40,000	.....
60	Sullivan Co. R. R.	25,159	.....	14,280	.....
61	York Harb. & B. R. R.	519	.....	.....	.....
63	Bridgton & Saco Riv. R. R.	6,584	.....	6,390	.....
64	Bristol R. R.	4,000	.....	4,000	.....
66	Canadian Pac. Ry. ³	63,581	.....	60,440	.....
	[Line in Maine.]				
70	Montreal & Atl. Ry. ⁴	76,451	.....	.....	30,382
71	Newpt. & Richf. R. R.	18,000	500	17,500	.....
73	Cent. Vt. R. R.	1,328,828	.....	26,250	101,643
74	Burl. & Lamaille Vy. R. R.	100	100	.....	.....
75	Consol. R. R. of Vt.	350,000	.....	350,000	.....
78	New London Nn. R. R.	160,492	4,202	68,120	.....
80	Clarendon & Pittsf. R. R.	786	.....	.....	.....
81	Pittsf. & Rutl. R. R. ....	.....	.....	.....	.....
82	Fitchburg R. R.	1,511,722	.....	1,001,310	878
83	Troy & Benningt. R. R.	1,930	250	1,680	.....
84	Vt. & Mass. R. R.	53,000	3,000	50,000	.....
85	Frank. & Megantic R. R.	5,593	.....	4,185	1,362
86	Kingf. & Dead Riv. R. R.	4,746	.....	1,500	.....
87	Georges Vy. R. R.	3,012	.....	3,000	.....
88	Grafton & Upton R. R.	10,946	.....	10,900	.....
89	Gr. Trunk Ry. : ⁵.....	.....	.....	.....	.....
90	Atl. & St. Law. R. R.	264,597	.....	206,280	.....
91	Norway Brh. R. R. ....	.....	.....	.....	.....
92	Lewiston & Aub. Ry.	2,314	.....	.....	.....
93	Hoosac Tun. & Wilm. R. R.	13,116	.....	8,550	4,062
94	Kennebec Cent. R. R.	1,993	.....	1,500	298
95	Lime Rock R. R.	24,519	.....	20,253	3,061
97	Mer., Waterb. & Conn. Riv. R. R. ⁶.....	.....	.....	.....	.....
98	Monson R. R.	4,808	.....	4,200	574
99	Montp. & Wells Riv. R. R.	8,425	.....	.....	.....
100	Barre Brh. R. R. ....	.....	.....	.....	.....
101	Moshassuck Vy. R. R.	369	.....	.....	.....
104	Narragansett Pier R. R.	7,753	.....	6,678	.....
106	New England R. R. ⁷	1,299,265	.....	250,250	⁸ 608,684
107	Milf. & Woonsocket R. R.	3,464	464	3,000	.....
108	Milf., Frank. & Prov. R. R.	600	.....	600	.....
109	Norwich & Worc. R. R.	24,540	540	24,000	.....
110	Prov. & Springf. R. R.	37,500	.....	37,500	.....
111	R. I. & Mass. R. R. in Mass. ....	.....	.....	.....	.....
112	R. I. & Mass. R. R. of R. I.	105	100	.....	.....
113	Rockville R. R. ⁹	1,576	400	.....	1,014
114	Woonsocket & Pascoag R. R.	5,000	.....	5,000	.....

¹ Figures cover whole line, 813.76 miles; 52.34 miles not in United States.² Interest on funded debt, \$3,987, paid direct to bondholders by the Boston & Me. R. R. Co.³ Figures cover Internat. Ry. of Me., Aroostook Riv. R. R., and Houlton Brh. R. R., which constitute the "Line in Maine" of Canadian Pac. Ry. See page 534, No. 66, for figures of Canadian Pac. Ry.⁴ Figures cover whole line, 221.70 miles; 200.70 miles not in United States.⁵ Files no report; inserted to show relation of three roads following.⁶ Report for period, July 1, 1895 to May 30, 1896.⁷ Report for ten months ending June 30, 1896. Reorganization of N. Y. & New Eng. R. R.⁸ Covers \$550,000, interest on \$10,000,000, N. Y. & New Eng. R. R. Co.'s bonds, \$50,000 interest on \$1,500,000, N. Y. & New Eng. R. R. Co.'s Boston Term. first-mortgage bonds, and \$8,684, interest on N. Y. & New Eng. R. R. Co.'s real-estate mortgage and contracts, less credits.⁹ Report for year ending September 30, 1896.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improve- ments charged to income account.	Other deductions.	Total of operating ex- penses and fixed charges. Cols. 2+10	Proportion assignable to opera- tion. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	No.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Percent.	
649,516	97,779			4,656,802	70.25	29.75	48
			3,360	9,129			49
				10,700			50
				7,352			51
				500			52
				40,820			53
				68,990			54
				114,450			55
				45,685			56
	5,345	23,000		229,463	87.64	12.36	57
	8,400			442,325	83.09	16.91	58
	5,050			194,777	76.87	23.13	59
	10,879			185,228	86.42	13.58	60
	519			24,255	97.86	2.14	61
	194			27,997	76.48	23.52	63
				12,916	69.03	30.97	64
1,680	1,461			368,951	82.76	17.24	66
40,680	5,389			486,942	84.36	15.70	70
				18,000			71
1,092,128	108,807			4,287,829	69.01	30.99	73
				100			74
			88,170	350,000			75
				160,492			78
	786			38,157	97.94	2.06	80
259,980	249,554			6,974,038	78.32	21.68	82
				1,930			83
				53,000			84
	46			16,454	66.01	33.99	85
			3,246	4,746			86
	12			12,138	75.19	24.81	87
	46			40,499	72.97	27.03	88
	58,317			1,089,151	75.70	24.30	90
	2,314			34,572	93.31	6.69	92
	504			51,497	74.53	25.47	93
	195			10,821	81.58	18.42	94
	1,205			56,460	56.57	43.43	95
	34			9,346	48.56	51.44	97
4,800	3,625			134,175	93.71	6.29	99
	369			28,448	98.70	1.30	100
	1,075			40,521	80.87	19.13	101
270,331	170,000			4,863,798	73.28	26.72	106
				3,464			107
				600			108
				24,540			109
				37,500			110
							111
			5	105			112
			162	1,576			113
				5,000			114

GROUP I.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9	10	11	12	13
	Abbreviated name of road.	EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		Dollars.	Dollars.	Dollars.	Dollars.
110	N. Y. & New Eng. R. R. ¹	274, 086	.....	133, 350	15, 476
115	N. Y., New Hav. & Hartf. R. R.....	6, 397, 197	.....	202, 000	649, 266
116	Berkshire R. R.....	449	449	.....	.....
117	Boston & N. Y Air Line R. R.....	29,586	434	25,000	1,750
118	Colchester Ry.....	1,750	.....	1,750	.....
119	Chatham R. R.....	2,179	126	1,665	.....
120	Danb. & Norwalk R. R.....	33,500	.....	33,500	.....
121	Harlem Riv. & Port Chester R. R.....	170,000	.....	170,000	.....
122	Housatonic R. R.....	149,000	.....	149,000	.....
123	Naugatuck R. R.....	6,000	.....	6,000	.....
124	New Hav. & Derby R. R.....	73,300	.....	73,300	.....
125	New Hav. & Northamp. Co.....	269,989	765	233,000	.....
126	Holyoke & Westf. R. R.....	13,411	528	11,600	.....
127	Old Colony R. R.....	681,229	13,438	643,242	16,674
128	Boston & Prov. R. R.....	89,431	2,631	86,800	.....
129	Attleb. Brh. R. R.....	.....	.....	.....	.....
130	Fall Riv. R. R.....	10,493	.....	10,000	.....
132	Plymouth & Middleb. R. R.....	11,250	.....	11,250	.....
133	Prov., War. & Bristol R. R.....	1,525	.....	.....	1,525
135	Prov. & Worc. R. R.....	95,165	5,165	90,000	.....
136	Shore Line Ry.....	26,125	125	9,000	.....
137	Stockbridge & Pittsf. R. R.....	385	385	.....	.....
138	W. Stockbridge R. R.....	.....	.....	.....	.....
139	Shepaug, Litchf. & Nn. R. R.....	602	.....	.....	.....
140	Phillips & Rangeley R. R.....	11, 993	.....	10, 000	1, 798
141	Portl. & Rumf. Falls Ry.....	46, 508	.....	35, 949	7, 643
144	Rockport R. R.....	62	.....	.....	.....
146	Rutland R. R.....	205, 592	.....	186, 616	3, 976
147	Addison R. R.....	.....	.....	.....	.....
148	St. Croix & Penobscot R. R. ²	8, 197	.....	7, 866	.....
149	Sandy Riv. R. R.....	12, 299	.....	10, 000	1, 825
151	Sebasticoock & Mooseh. R. R.....	1, 250	.....	1, 250	.....
152	Somerset Ry.....	15, 188	.....	11, 250	3, 348
153	S. Manch. R. R.....	292	.....	.....	.....
154	Un. Freight R. R.....	5, 909	.....	.....	.....
156	Wood Riv. Brh. R. R.....	3, 707	.....	3, 107	242
157	Woodstock Ry.....	827	.....	.....	.....

¹ Report for two months ending August 31, 1896. Reorganized as New. Eng. R. R.² Figures cover whole line, 21.00 miles; 4.75 miles not in United States.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total of operating expenses and fixed charges. Cols. 2+10	Proportion assignable to operation. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	No.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
83,385	41,000	.....	¹ 875	988,069	72.25	27.75	110
3,418,104	1,492,236	.....	635,591	27,534,424	76.77	23.23	115
.....	.....	.....	.....	449	.....	.....	116
.....	.....	.....	2,402	29,586	.....	.....	117
.....	.....	.....	.....	1,750	.....	.....	118
.....	163	.....	225	2,179	.....	.....	119
.....	.....	.....	.....	33,500	.....	.....	120
.....	.....	.....	.....	170,000	.....	.....	121
.....	.....	.....	.....	149,000	.....	.....	122
.....	.....	.....	.....	6,000	.....	.....	123
.....	.....	.....	.....	73,300	.....	.....	124
36,224	.....	.....	.....	269,989	.....	.....	125
.....	1,283	.....	.....	13,411	.....	.....	126
.....	.....	.....	¹ 7,875	681,229	.....	.....	127
.....	.....	.....	.....	89,431	.....	.....	128
.....	.....	.....	.....	.....	.....	.....	129
.....	493	.....	.....	10,493	.....	.....	130
.....	.....	.....	.....	11,250	.....	.....	132
.....	.....	.....	.....	1,525	.....	.....	133
.....	.....	.....	.....	95,165	.....	.....	135
.....	17,000	.....	.....	26,125	.....	.....	136
.....	.....	.....	.....	385	.....	.....	137
.....	.....	.....	.....	.....	.....	.....	138
1	601	.....	.....	61,165	99.02	.98	139
.....	195	.....	.....	38,589	68.92	31.08	140
683	2,233	.....	.....	171,577	72.90	27.10	141
.....	62	.....	.....	5,264	98.82	1.18	144
15,000	.....	.....	.....	261,364	21.34	78.66	146
.....	.....	.....	.....	.....	.....	.....	147
.....	331	.....	.....	27,927	70.65	29.35	148
.....	474	.....	.....	35,764	65.62	34.38	149
.....	.....	.....	.....	8,908	85.97	14.03	151
.....	590	.....	.....	79,763	80.96	19.04	152
.....	292	.....	.....	13,388	97.82	2.18	153
.....	2,369	.....	¹ 3,540	60,890	90.30	9.70	154
.....	358	.....	.....	12,818	71.08	28.92	156
.....	827	.....	.....	22,536	96.33	3.67	157

¹ "Interest on real estate mortgages."

GROUP II.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
	Total—Group II.....	<i>Dollars.</i> 107, 727, 222	<i>Dollars.</i> 210, 830	<i>Dollars.</i> 53, 932, 742	<i>Dollars.</i> 2, 177, 360
	Charges against income from operation.	84, 625, 422		34, 194, 833	1, 542, 047
	Charges against income from lease of road.	23,101,800	210,830	19,737,909	635,313
160	Addison & Pa. Ry.....	35, 364		15, 894	18, 622
161	N. Y. & N. Pa. R. R.....	3, 000		3, 000	
162	Allegh. & Kinzua R. R.....	1, 459			
163	Altoona & Philipsb. Con. R. R.....	3, 250		3, 250	
165	Annap., Wash. & Balt. R. R.....	1, 870			
166	Bachman Vy. R. R.....	76			
167	Balt. & Annap. S. Line R. R.....	20, 464		18, 000	
168	Balt. & Del. Bay R. R.....	19, 192		18, 750	
170	Balt. & Lehigh Ry.....	11, 446		5, 853	
171	Balt. & Ohio R. R. ¹	4, 628, 456		2, 930, 818	67, 407
	[Line east of Ohio Riv.]				
173	Balt. & Phila. R. R.....	247,446		217,800	
174	Balt. Belt R. R.....	412,500		412,500	
175	Confluence & Oakl. R. R.....	10,462		10,000	
176	Fairmt., Morg. & Pittsb. R. R.....	141,578		135,000	
179	Metropolitan Sn. R. R.....				
180	Ohio & Balt. S. Line Ry. (En. Div.).....	25,290		25,000	
181	Parkersburg Brh. R. R.....	313,225		180,000	110,846
182	Pittsb. & Connellsv. R. R.....	1,655,214		1,178,894	433,013
183	Berlin R. R.....	45			
185	Mt. Pleas. & Broad F. R. R.....	70			
186	Somerset & Cambria R. R.....	31,739		30,725	
187	Schuyl. Riv. E. Side R. R.....	232,392	1,000	225,000	
188	S. Brh. R. R. (of W. Va.).....	17,965		16,000	
190	Wash. Co. R. R.....	2,535			
191	Wheel., Pittsb. & Balt. R. R.....	279,501		275,000	
193	Bay Ridge & Annap. R. R.....	3, 191		3, 000	
194	Berkeley Spgs. & Pot. R. R.....	667			
195	Salisbury R. R.....	10, 723		10, 500	
196	Sharpsville R. R.....	8, 055			7, 645
198	Bang. & Portl. Ry.....	24, 351		19, 200	
199	Easton & Nn. R. R.....	1,125		1,125	
200	Barclay R. R.....	5, 644		3, 250	
201	Bare Rock R. R.....				
202	Bath & Hammondspt. R. R.....	16, 755		15, 000	449
205	Bloomsb. & Sullivan R. R.....	37, 232		29, 950	
206	Bradf. & Wn. Pa. R. R.....	102			
207	Bradf. Bord. & Kinzua Ry.....	444			
210	Brownstone & Middlet. R. R.....	183			
212	Buff. & Susq. R. R.....	147, 315		64, 215	
213	{ Wellsv., Couderspt. & Pine Ck. R. R. ²	1, 514		615	
	{ Wellsv., Couderspt. & Pine Ck. R. R. ³	990	375	615	
214	Buff., Attica & Arcade R. R.....	2, 025		1, 633	
216	Buff., Roch. & Pittsb. Ry.....	824, 156		588, 511	45, 860
217	Clearf. & Mahon. Ry.....	32,500		32,500	
218	Johnsonb. & Bradf. R. R.....				
220	{ Mahon. Vy. R. R. ⁴	24, 258		2, 000	22, 033
	{ Mahon. Vy. R. R. ⁵				
222	Cammal & Black Forest Ry.....	10, 175			
223	Catasauqua & Fogelsv. R. R.....	30, 229		8, 100	
224	Cats. Mtn. Ry.....	8, 820		3, 844	
225	Cairo R. R.....	1,561		1,500	
226	Cent. N. Y. & Wn. R. R.....	16, 164		12, 100	673
227	Cent. Pa. & Wn. R. R.....	31, 000		31, 000	

¹ Group figures assigned by this Office. See page 534, No. 171, for totals covering entire road.² Report for six months ending December 31, 1895.³ Report for six months ending June 30, 1896.⁴ Report for ten months ending April 30, 1896.⁵ Report for two months ending June 30, 1896.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	No.
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improve- ments charged to income account.	Other deductions.	Total of operating ex- penses and fixed charges. Cols. 2+10	Proportion assignable to opera- tion. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
33,611,792	7,997,873	1,466,437	¹ 8,330,188	300,975,143			
33,533,785 78,007	7,012,774 985,099	1,194,851 271,586	² 7,147,132 ³ 1,183,056	277,873,343 23,101,800	69.55	30.45	
	848			82,488	57.13	42.87	160
				7,107	57.79	42.21	161
	859		600	17,715	91.76	8.24	162
				39,123	91.69	8.31	163
	1,870			43,726	95.72	4.28	165
	76			754	89.92	10.08	166
	2,464			79,432	74.24	25.76	167
	442			48,297	60.26	39.74	168
	3,659	1,934		108,508	89.45	10.55	170
341,833	397,554		890,844	17,263,872	73.19	26.81	171
	29,646			247,446			173
				412,500			174
	462			10,462			175
	6,578			141,578			176
							179
	290			25,290			180
	22,379			313,225			181
9,000	29,964		⁴ 4,343	1,655,214			182
	45			45			183
	70			70			185
	1,014			31,739			186
	6,392			232,392			187
	1,965			17,965			188
	2,535			2,535			190
	4,501			279,501			191
	191			11,438	72.10	27.90	193
	667			17,103	96.10	3.90	194
	223			32,959	67.47	32.53	195
	322		88	37,403	78.46	21.54	196
3,629	1,522			136,495	82.16	17.84	198
				1,125			199
	1,230		1,164	28,443	80.16	19.84	200
				1,520	100.00		201
							202
	1,306			35,192	52.38	47.62	202
	1,848	5,392	42	67,689	44.99	55.01	205
	102			8,353	98.78	1.22	206
	444			44,982	99.01	.99	207
	183			7,253	97.48	2.52	210
4,125	54		78,921	417,359	64.70	35.30	212
	899			18,740	91.92	8.08	213
				990			213
	392			17,355	88.33	11.67	214
74,000	63,642		⁵ 52,143	2,944,317	72.01	27.99	216
				32,500			217
							218
	225			41,752	41.90	58.10	220
							222
	373	9,802		18,914	46.20	53.80	222
	1,764		20,365	64,266	52.96	47.04	223
2,944	1,480		552	47,749	81.53	18.47	224
	35		26	1,561			225
	3,391			77,010	79.01	20.99	226
				52,947	41.45	58.55	227

¹ Includes \$555,571, "interest on real estate mortgages."
² Includes \$459,553, "interest on real estate mortgages."
³ Includes \$96,018, "interest on real estate mortgages."
⁴ Includes \$4,090, "interest on real estate mortgages."
⁵ Includes \$15,390, "interest on real estate mortgages."

GROUP II.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and main- tenance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		Dollars.	Dollars.	Dollars.	Dollars.
228	Cent. R. R. of N. J.	5, 099, 217		2, 625, 292	19, 209
229	Beaver Meadow, Tresckow & New Bos- ton R. R.				
241	Lehigh & Lack. R. R.	18,000		17,123	
242	Wind Gap & Del. R. R.				
243	Lehigh & Susq. R. R.				
244	Tresckow R. R.				
251	Nesquehoning Vy. R. R.	8,660	1,000		
253	N. Y. & Long Brh. R. R.	88,100	6,000	82,100	
255	Ogden Mine R. R.	521	420		
263	Wilkesb. & Scrans. Ry.	25,380		22,500	
264	Cent. R. R. of Pa.	44, 054		36, 000	7, 421
73	Cent. Vt. R. R.: ¹				
265	Ogdensb. & L. Cham. R. R.	222,880		222,880	
266	Sar. & St. Law. R. R.	5,000		5,000	
267	Chambersb. & Gettysb. R. R.	11			
268	Chateaugay R. R.	13, 900			
269	Chateaugay Ry.	12,000		12,000	
271	Clarion Riv. Ry.	1, 430			560
272	Clove Brh. R. R.	392			
273	Con. Term. R. R.	34, 964		25, 000	
274	Cooperst. & Charl. Vy. R. R.	13, 975			2, 281
275	Cooperst. & Susq. Vy. R. R.	9,980		9,980	
276	Cornwall R. R.	3, 499			555
277	Cornwall & Leb. R. R.	52, 944		40, 000	
278	Couderspt. & Port Alleg. R. R.	12, 772		8, 375	
280	Cumb. & Pa. R. R.	58, 932		50, 000	
281	Dansv. & Mt. Mor. R. R.	8, 690		7, 500	
282	Del. & Hud. Canal Co.	3, 045, 839		350, 000	
283	Alb. & Susq. R. R.	684,128	1,628	682,500	
288	Renss. & Sar. R. R.	142,585	2,585	140,000	
289	Alb. & Vt. R. R.	1,190	390		
290	Glens Falls R. R.	700		700	
291	Rutl. & Whiteh. R. R.	150	150		
292	Sar. & Schen. R. R.	400	400		
293	Ticonderoga R. R.	2,800		1,800	
294	Adirondack Ry.	51, 766		45, 000	
295	Del., Lack. & Wn. R. R.	8, 081, 250		214, 690	97, 365
296	Cayuga & Susq. R. R.	478	478		
297	Greene R. R.	14,000		14,000	
298	Mor. & Essex R. R.	1,661,430		1,661,430	
299	Chester R. R.	4,000		4,000	
300	Mor. & Essex Ex. R. R.				
301	Newk. & Bloomf. R. R.				
302	N. Y., Lack. & Wn. R. R.	1,170,000		1,170,000	
303	Oswego & Syr. R. R.	64,060		64,060	
304	Passaic & Del. R. R.				
305	Passaic & Del. Ex. R. R.				
306	Syr. & Baldwinsv. Ry.	1,077		1,063	
307	Utica, Chen. & Susq. Vy. Ry.				
308	Valley R. R. (of N. Y.)	20,000		20,000	
309	Warren R. R.	94,500		94,500	
310	Han. & Newpt. R. R.	264			
311	Hopatcong R. R.				
312	Lack. & Montrose R. R.	408			
313	Sussex R. R.	21, 127		16, 555	
314	Syr., Bing. & N. Y. R. R.	187, 371		137, 620	
315	Del. Riv. R. R.	4, 095		3, 250	
317	Del., Susq. & Schuyl. R. R.	66, 901		36, 000	
322	E. Broad Top R. R. & Coal Co.	24, 498		22, 573	
326	Emmitsburg R. R.	2, 326		2, 080	
327	Emp. & Rich Vy. R. R.				

¹ Inserted to show relation of two roads following.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total of operating expenses and fixed charges. Cols. 2+10	Proportion assignable to operation. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	No.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
1,855,796	334,188	.....	¹ 264,732	13,126,949	61.15	38.85	228
.....	.....	.....	.....	.....	.....	.....	229
.....	242	.....	635	18,000	.....	.....	241
.....	.....	.....	.....	.....	.....	.....	242
.....	.....	.....	.....	.....	.....	.....	243
.....	.....	.....	.....	.....	.....	.....	244
.....	7,660	.....	.....	8,660	.....	.....	251
.....	.....	.....	.....	88,100	.....	.....	253
.....	.....	.....	101	521	.....	.....	255
.....	2,880	.....	.....	25,380	.....	.....	263
.....	.....	436	197	95,817	54.03	45.97	264
.....	.....	.....	.....	.....	.....	.....	73
.....	.....	.....	.....	222,880	.....	.....	265
.....	.....	.....	.....	5,000	.....	.....	266
.....	11	.....	.....	665	98.35	1.65	267
12,001	1,899	.....	.....	121,660	88.57	11.43	268
.....	.....	.....	.....	12,000	.....	.....	269
.....	870	.....	.....	17,588	91.87	8.13	271
.....	392	.....	.....	7,917	95.05	4.95	272
.....	9,964	.....	.....	108,079	67.65	32.35	273
9,907	1,787	.....	.....	51,959	73.10	26.90	274
.....	.....	.....	.....	9,980	.....	.....	275
.....	2,944	.....	.....	57,903	93.96	6.04	276
.....	9,192	3,752	.....	178,174	70.29	29.71	277
1,545	2,852	.....	.....	47,200	72.94	27.06	278
.....	8,932	.....	.....	296,663	80.13	19.87	280
275	915	.....	.....	24,441	64.45	35.55	281
2,436,935	258,904	.....	.....	9,196,926	66.88	33.12	282
.....	.....	.....	.....	684,128	.....	.....	283
.....	.....	.....	.....	142,585	.....	.....	288
.....	.....	.....	800	1,190	.....	.....	289
.....	.....	.....	.....	700	.....	.....	290
.....	.....	.....	.....	150	.....	.....	291
.....	.....	.....	.....	400	.....	.....	292
.....	.....	.....	1,000	2,800	.....	.....	293
.....	6,766	.....	.....	172,788	70.04	29.96	294
5,191,550	770,759	.....	² 1,806,886	20,511,602	60.60	39.40	295
.....	.....	.....	.....	478	.....	.....	296
.....	.....	.....	.....	14,000	.....	.....	297
.....	.....	.....	.....	1,661,430	.....	.....	298
.....	.....	.....	.....	4,000	.....	.....	299
.....	.....	.....	.....	.....	.....	.....	300
.....	.....	.....	.....	.....	.....	.....	301
.....	.....	.....	.....	1,170,000	.....	.....	302
.....	.....	.....	.....	64,060	.....	.....	303
.....	.....	.....	.....	.....	.....	.....	304
.....	14	.....	.....	1,077	.....	.....	305
.....	.....	.....	.....	.....	.....	.....	306
.....	.....	.....	.....	20,000	.....	.....	307
.....	.....	.....	.....	94,500	.....	.....	308
.....	264	.....	.....	2,450	89.22	10.78	309
.....	.....	.....	.....	546	100.00	.....	310
.....	408	.....	.....	13,169	96.90	3.10	311
.....	4,572	.....	.....	119,099	82.26	17.74	312
.....	49,751	.....	.....	714,346	73.77	26.23	313
.....	845	.....	.....	48,471	91.55	8.45	314
5,773	25,128	.....	.....	1,066,223	93.72	6.28	315
808	.....	696	421	88,191	72.22	27.78	317
.....	246	.....	.....	8,270	71.88	28.12	322
.....	.....	.....	.....	10,094	100.00	.....	326
.....	.....	.....	.....	.....	.....	.....	327

¹ Includes \$15,382, "interest on real estate mortgages."

² Includes \$7,738, "interest on real estate mortgages."

GROUP II.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		Dollars.	Dollars.	Dollars.	Dollars.
328	Erie R. R. ¹ [Line east of Salamanca, N. Y.]	2, 883, 532		2, 417, 043	1, 208
330	Avon, Geneseo & Mt. Mor. R. R.....	100	100		
340	Goshen & Deckert Ry.....	15,094		14,790	
344	Montg. & Erie Ry.....	9,156	462	8,525	
347	N. Y. & Greenwood L. Ry. ²	25,094		13,667	5,568
353	Nn. R. R. of N. J.....	76,261	20,182	39,240	
354	Nyack & Nn. R. R.....	9,000		9,000	
355	Pat. & Hud. Riv. R. R.....	1,597	450		
356	Pat. & Ramapo R. R.....	3,466	970		
357	Un. R. R. (of N. Y.).....				
359	Roch. & Genesee Vy. R. R.....	700	700		
362	Tioga R. R. ³	28,169		21,031	
364	N. J. & N. Y. R. R.....	54,860		49,817	
368	Erie & Wyo. Vy. R. R.....	214,587		180,000	33,547
369	Fall Brk. Ry.....	581,948		19,200	
370	Pine Ck. Ry.....	271,984	1,042	210,000	60,942
371	Syr., Geneva & Corng. Ry.....	82,672	3,032	76,990	
372	Falls Ck. R. R.....	174			
373	Fonda, Johnst. & Glov. R. R.....	81,067		33,000	964
378	Genesee & Wyo. Vy. Ry.....	28,680		27,600	
379	George's Ck. & Cumb. R. R.....	40,177		32,160	
89	Grand Trunk Ry.: ⁴				
380	U. S. & Can. R. R.....	14,397		11,250	
381	Grays Run R. R.....				
383	Greenlick Ry.....	27			
384	Greenwich & Johnsonv. Ry.....	1,175			
388	Hunters Run & Slate Belt R. R.....	1,318			757
389	Hunt. & Broad Top Mtn. R. R. & Coal Co....	129,272		106,190	1,290
390	Ironton R. R.....	1,381			
391	Island R. R.....	23,840		15,000	
393	Kanona & Pratts. R. R.....	10,688			9,600
394	Keesev., Au Sable Chasm & L. Cham. R. R.....	2,187		1,800	182
395	Ketner, St. Mary's & Shawmut R. R.....	210			
396	Keystone R. R.....	1,006			
362	Kinderhook & Hud. Ry. Co. ⁵	11,660		10,080	997
399	Kishacoquillas Vy. R. R.....	841		150	
400	L. Cham. & Moriah R. R.....	3,876			
401	Lanc. & Read. N. G. R. R.....	250			
402	Lanc., Oxf. & Sn. R. R.....				
403	Lebanon Spgs. R. R.....	1,381			1,200
404	Lehigh & Hud. Riv. Ry.....	141,064		111,237	20,927
406	Orange Co. R. R.....	1,173			
407	Lehigh & Pavilion R. R.....				
408	Lehigh Vy. R. R.....	5,093,223		1,998,990	
409	Buff. Ck. R. R.....	27,517	617	26,900	
410	Canastota Nn. R. R.....	18,000		18,000	
411	Easton & Amb. R. R.....	300,000		300,000	
412	Lehigh Vy. Term. Ry.....	500,000		500,000	
413	Perth Amb. & Raritan Ry.....				
414	Pittstown Brh. Ry.....				
415	{Elm., Cort. & Nn. R. R. ⁶	68,093		53,750	
	{Elm., Cort. & Nn. R. R. ⁷	64,661		53,750	
416	Lehigh & New Eng. R. R.....	21,820	6,839		
418	Lehigh & N. Y. R. R. ⁸	40,000		40,000	
419	Lehigh Vy. Ry.....	675,000		675,000	
420	Hayt's Cor., Ovid & Wil. R. R.....				
421	Loyalsock R. R.....				

¹ Report for seven months ending June 30, 1896. Reorganization of N. Y., L. Erie & Wn. R. R. See page 534, No. 328, for totals covering entire road. ² Report for ten months ending April 30, 1896.

³ Report for five months ending November 30, 1895.

⁴ Files no report; inserted to show relation of road following.

⁵ Report for eight months ending February 29, 1896. Reorganized as Kinderhook & Hud. Ry.

⁶ Report for six months ending December 31, 1895. ⁷ Report for six months ending June 30, 1896.

⁸ Report for period, August 24, 1895 to June 30, 1896. Reorganization of Sn. Cent. R. R.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improve- ments charged to income account.	Other deductions.	Total of operating ex- penses and fixed charges. Cols. 2+10	Proportion assignable to opera- tion. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	No.
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Per cent.</i>	
208,852	249,847	.....	¹ 6,582	11,015,148	73.82	26.18	328
.....	96	.....	208	100	.....	.....	330
.....	169	.....	.....	15,094	.....	.....	340
.....	5,719	.....	¹ 140	9,156	.....	.....	344
9,000	7,839	.....	.....	330,720	92.41	7.59	347
.....	.....	.....	.....	76,261	.....	.....	353
.....	.....	.....	1,147	9,000	.....	.....	354
.....	2,496	.....	.....	1,597	.....	.....	355
.....	.....	.....	.....	3,466	.....	.....	356
.....	.....	.....	.....	.....	.....	.....	357
.....	.....	.....	.....	700	.....	.....	359
6,164	974	.....	.....	84,338	66.59	33.41	362
360	4,683	.....	.....	317,603	82.73	17.27	364
.....	1,040	.....	.....	629,048	65.88	34.12	368
522,839	39,909	.....	.....	2,078,665	72.01	27.99	369
.....	2,650	.....	.....	271,984	.....	.....	370
.....	174	.....	.....	82,672	.....	.....	371
29,475	17,628	.....	.....	6,190	97.19	2.81	372
.....	1,080	.....	.....	275,756	70.60	29.40	373
.....	8,017	.....	.....	59,247	51.59	48.41	378
.....	.....	.....	.....	219,323	81.68	18.32	379
.....	3,147	.....	.....	.....	.....	.....	89
.....	.....	.....	.....	32,669	55.93	44.07	380
.....	27	.....	.....	4,068	100.00	.....	391
.....	1,175	.....	.....	337	91.99	8.01	383
1	62	.....	498	32,816	96.42	3.58	384
.....	21,792	.....	.....	8,718	84.88	15.12	388
.....	1,267	.....	114	402,666	67.89	32.11	389
.....	8,840	.....	.....	23,683	94.17	5.83	390
.....	1,088	.....	.....	35,289	32.44	67.56	391
.....	205	.....	.....	27,135	60.62	39.38	393
.....	210	.....	.....	20,221	89.18	10.82	394
.....	406	600	.....	6,240	96.63	3.37	395
.....	583	.....	.....	12,378	91.87	8.13	396
.....	119	572	.....	28,315	58.82	41.18	362
.....	3,876	.....	.....	8,107	89.63	10.37	399
.....	250	.....	.....	44,836	91.35	8.65	400
.....	.....	.....	.....	21,514	98.84	1.16	401
.....	101	.....	80	15,133	100.00	.....	402
.....	8,900	.....	.....	63,081	97.81	2.19	403
.....	1,173	.....	.....	338,978	58.38	41.62	404
2,222,375	481,760	.....	390,098	34,286	96.58	3.42	406
.....	.....	.....	.....	.....	.....	.....	407
.....	.....	.....	.....	19,170,749	73.43	26.57	408
.....	.....	.....	.....	27,517	.....	.....	409
.....	.....	.....	.....	18,000	.....	.....	410
.....	.....	.....	.....	300,000	.....	.....	411
.....	.....	.....	.....	500,000	.....	.....	412
.....	.....	.....	.....	.....	.....	.....	413
.....	.....	.....	.....	.....	.....	.....	414
9,000	5,343	.....	.....	201,347	66.18	33.82	415
.....	5,795	.....	5,116	64,661	.....	.....	416
.....	1,206	.....	13,775	21,820	.....	.....	418
.....	.....	.....	.....	40,000	.....	.....	419
.....	.....	.....	.....	675,000	.....	.....	420
.....	.....	.....	.....	.....	.....	.....	421

¹ "Interest on real estate mortgages."

GROUP II.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		Dollars.	Dollars.	Dollars.	Dollars.
	Lehigh Vy. Ry.—Continued.				
422	{Middlesex Vy. R. R. ¹	5,011	.....	725	.....
423	{Middlesex Vy. R. R. ²	12,890	.....	9,375	.....
424	Pa. & N. Y. Canal & R. R. Co.....	530,000	.....	530,000	.....
425	Wav. & State Line R. R.....	.....	.....	.....	.....
426	Roch. Sn. R. R.....	.....	.....	.....	.....
427	Schuyl. & Lehigh Vy. R. R.....	100,000	.....	100,000	.....
428	State Line & Sullivan R. R.....	42,178	10,640	16,800	.....
429	Wilkes B. & Harveys L. R. R.....	.....	.....	.....	.....
431	Ligonier Vy. R. R.....	5,433	.....	3,750	.....
432	Little Falls & Dolgev. R. R.....	22,217	.....	19,500	.....
433	Little Saw Mill Run R. R.....	12,781	.....	10,834	.....
434	Livonia & L. Conesus R. R. ³	667	.....	.....	.....
440	Long I. R. R.: ⁴.....	.....	.....	.....	.....
447	N. Y., Bklyn. & Manh. B. Ry.....	98,028	.....	95,425	.....
450	Manahawkin & Long B. Transp. Co.....	516	.....	.....	.....
451	McKeespt. Con. R. R.....	.....	.....	.....	.....
455	Medix Run R. R.....	.....	.....	.....	.....
456	Monongahela Con. R. R.....	16,394	.....	12,000	.....
457	Monongahela Riv. R. R.....	47,034	.....	43,764	.....
458	Montour R. R.....	320	.....	.....	.....
460	Montrose Ry.....	172	.....	.....	.....
461	Mt. Hope Minl. R. R.....	705	.....	.....	.....
462	Mt. Jew. & Smethpt. R. R.....	.....	.....	.....	.....
463	Mt. Jew., Kinzua & Riter. R. R.....	15,883	.....	3,875	483
464	Kinzua Hemlock R. R.....	263	.....	.....	.....
465	Mt. McGregor R. R.....	622	.....	.....	.....
466	Mt. Penn Gravity R. R.....	3,994	.....	3,600	.....
467	National Docks Ry.....	11,033	.....	.....	.....
470	New Hav. & Dunbar R. R.....	.....	.....	.....	.....
471	N. Y. Cent. & Hud. Riv. R. R.....	12,400,685	.....	4,026,760	121,866
472	Amst., Chucta. & Nn. R. R.....	.....	.....	.....	.....
473	Carth. & Adirondack Ry.....	44,000	.....	44,000	.....
474	Gouverneur & Oswegatchie R. R.....	15,000	.....	15,000	.....
475	Mohawk & Malone R. R.....	178,000	.....	178,000	.....
476	N. J. Jctn. R. R.....	68,000	.....	68,000	.....
477	N. Y. & Harlem R. R.....	840,000	.....	840,000	.....
478	N. Y. & Putnam R. R.....	221,000	.....	221,000	.....
479	Mahopac Falls R. R.....	.....	.....	.....	.....
480	N. Y. Cent. Niag. Riv. R. R.....	.....	.....	.....	.....
482	Rome, Watert. & Ogdensb. R. R. ⁵	593,379	14,592	576,860	1,927
483	Niag. Falls Brh. R. R.....	.....	.....	.....	.....
484	Oswego & Rome R. R. ⁵	44,500	.....	44,500	.....
485	Utica & Black Riv. R. R. ⁵	89,485	5,485	84,000	.....
486	Carth., Watert. & Sack. Harb. R. R.....	15,584	584	15,000	.....
487	Spuy. Duy. & Port Mor. R. R.....	.....	.....	.....	.....
488	Tivoli Hollow R. R.....	.....	.....	.....	.....
489	Troy & Greenbush R. R.....	204	204	.....	.....
490	Troy Un. R. R.....	.....	.....	.....	.....
491	W. Shore R. R.....	2,000,000	.....	2,000,000	.....
492	Beech Ck. R. R.....	370,373	.....	225,000	24,452
493	Buff. Erie Basin R. R.....	.....	.....	.....	.....
494	St. Law. & Adirondack Ry. ⁶	33,327	.....	32,000	.....
495	Wallkill Vy. R. R.....	50,066	.....	40,600	.....
459	N. Y., L. Erie & Wn. R. R. ⁷	3,084,412	.....	2,029,013	99,960
	[Line east of Salamanca, N. Y.]	.....	.....	.....	.....
496	N. Y., Ont. & Wn. Ry.....	899,323	.....	610,875	⁸ 5,504
497	Ont., Carb. & Scran. Ry.....	78,281	3,281	75,000	.....
498	Rome & Clinton R. R.....	779	379	.....	.....

¹ Report for five months ending November 30, 1895. ² Report for seven months ending June 30, 1896.³ Report for five months ending June 30, 1896.⁴ Report not filed; inserted to show relation of road following.⁵ All payments except those for "Salaries and maintenance of organization" are made directly to the stockholders and bondholders by the N. Y. Cent. & Hud. Riv. R. R. Co.⁶ Figures cover whole line, 77.80 miles; 67.60 miles not in United States.⁷ Report for five months ending November 30, 1895. Reorganized as Erie R. R. See page 534, No. 459, for totals covering entire road.⁸ Credit item.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improve- ments charged to income account.	Other deductions.	Total of operating ex- penses and fixed charges. Cols. 2+10	Proportion assignable to opera- tion. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	No.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
	903		3,383	16,452	69.54	30.46	422
			3,515	12,890			423
				530,000			424
							425
				100,000			426
	5,869		8,869	42,178			427
							428
	1,683			41,228	86.82	13.18	429
	2,717			43,923	49.42	50.58	431
	1,947			46,060	72.25	27.75	432
		492	175	3,566	81.29	18.71	433
							434
	1,852		¹ 751	98,628			440
100	315		101	6,325	91.84	8.16	447
				37,336	100.00		450
				8,238	100.00		451
	4,394			140,362	88.32	11.68	455
	3,270			134,621	65.06	34.94	456
	320			27,000	98.82	1.18	457
	172			35,771	99.52	.48	458
	705			9,230	92.36	7.64	460
				7,931	100.00		461
5,388	2,837		3,300	48,530	67.27	32.73	462
	263			263			463
	622			7,603	91.82	8.18	464
	134		260	18,667	78.60	21.40	465
	11,033			96,915	88.61	11.39	466
				17,898	100.00		467
5,967,609	1,954,325		² 330,125	41,101,174	69.83	30.17	470
							471
				44,000			472
				15,000			473
				178,000			474
				68,000			475
				840,000			476
				221,000			477
							478
				593,379			479
							480
				44,500			482
				89,485			483
				15,584			484
							485
							486
				204			487
							488
				2,000,000			489
	32,349		88,572	1,025,062	63.87	36.13	490
							491
	1,327			146,114	77.19	22.81	492
	9,466			178,335	71.93	28.07	493
798,519	156,920			9,553,937	67.72	32.28	494
							459
181,302	112,650			3,485,231	74.19	25.81	496
				78,281			497
			400	779			498

¹ Includes \$600, "interest on real estate mortgages."² Includes \$5,150, "interest on real estate mortgages."

GROUP II.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		Dollars.	Dollars.	Dollars.	Dollars.
	N. Y., Ont. & Wn. Ry.—Continued.				
499	Utica, Clinton & Bing. R. R.	41,912	1,000	40,000	
500	Wharton Vy. Ry.	3,750		3,750	
501	N. Y., Phila. & Norf. R. R.	193,761		119,888	50,048
502	N. Y., Susq. & Wn. R. R.	783,972		¹ 669,618	23,704
507	Wilkesb. & En. R. R.	153,225		150,000	
508	Newb., Dutch. & Conn. R. R.	22,170		11,300	517
509	Newpt. & Shermans Vy. R. R.	10,931		6,250	4,681
510	Niag. Jctn. Ry.	3,684			
513	Nn. N. Y. R. R.	30,633		27,120	
514	Oil Cy. & Ridg. Ry. & Min. Co. ²				
515	Olean, Oswayo & En. R. R.	4,541		4,200	
516	Oregon & Tex. Ry.				
517	Owasco Riv. Ry.	520			
917	Pennsylvania Co. ³				
518	Waynesb. & Wash. R. R.	8,158		6,923	
519	Pennsylvania R. R.	16,401,339		4,839,611	
520	Bald Eagle Vy. R. R.	39,554	675	20,400	
521	Bedford & Bridgpt. Ry.	93,731		85,000	
522	Bustleton R. R.	828			
523	Cambria & Clearf. R. R.	74,806		63,950	
524	Col. & Port Deposit Ry.	78,735		72,000	560
525	Cols., Kink. & Springf. R. R.	10,596		9,086	
526	Cresson & Irvona R. R.	23,387		20,000	
527	Del. Riv. R. R. & Brg. Co. ⁴	2,122	417		
528	Downingt. & Lanc. R. R.	15,581		12,000	
529	Ebensb. & Black Lick R. R.	5,169		5,000	
530	Engelside R. R.				
531	Fair H. R. R. ⁵	2,359			
532	Freeh. & Jamesb. Agricl. R. R.	34,571		26,416	
533	Fred. & Pa. Line R. R.	17,511		15,000	
534	Han. & York R. R.	9,283	3	6,000	
535	Harrisb., Ports., Mt. Joy & Lanc. R. R.	39,752	1,700	28,000	
536	Johnsonburg R. R.	14,086	6	12,000	
537	Kensington & Tacony R. R.	156			
538	Lewisb. & Tyrone R. R.	19,678		14,709	
539	Mifflin & Centre Co. R. R.	13,543		12,000	
540	Millst. & New Bruns. R. R.	925			
541	Nescopec R. R.	11,353		10,000	
542	N. Y. Bay R. R. ⁶				
543	N. & W. Brh. Ry.	110,809	300	90,000	
544	Pa. Schuyl. Vy. R. R.	405,607		350,000	
545	Perth Amb. & Woodbrg. R. R.	8,564	87	4,000	
546	Phila. & B. Hav. R. R.	1,072			
547	Phila. & Erie R. R.	1,214,647	8,000	1,047,470	
548	Phila. & L. Brh. R. R.	44,126		37,500	
549	Phila., Germant. & Chest. H. R. R.	65,587	1,000	56,835	
550	Pittsb., Va. & Charleston Ry.	315,183	1,143	154,395	
551	Pomeroy & Newk. R. R.	952			
552	Ridg. & Clearf. R. R.	25,512	500	24,550	
553	Riverfront R. R.	18,784	23	13,080	
554	S. Fork R. R.	802			
555	S. W. Pa. Ry.	102,170	600	63,000	
556	Sunb. & Lewist. Ry.	138,653	4,094	35,000	
557	Sunb., Haz. & Wilkesb. Ry.	146,160		131,000	
558	Susq. & Clearf. R. R.	14,732		14,250	
559	Tipton R. R.	68			
560	Trenton Del. Brg. Co.	32,678	850	26,500	
561	Tyrone & Clearf. Ry.	56,704		50,000	
562	United N. J. R. R. & Canal Co.	1,393,596	10,000	930,200	
563	Belvidere Del. R. R.	174,642	1,938	132,080	
564	Camden & Burl. Co. R. R.	26,387	500	21,000	

¹ Excludes \$47,969, interest on equipment trust obligations charged to "cost of equipment."² Road not in operation.³ Inserted to show relation of road following.⁴ Report for period, April 19 to June 30, 1896.⁵ Report for five months ending June 30, 1896.⁶ Road under construction.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total of operating expenses and fixed charges. Cols. 2+10	Proportion assignable to operation. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	No.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
	900		12	41,912			499
				3,750			500
	12,370	11,455		932,421	79.22	20.78	501
26,703	50,096		¹ 13,851	1,720,741	54.45	45.55	502
	3,225			391,448	60.85	39.15	507
	7,066	1,455	² 1,832	155,311	85.73	14.27	508
				22,592	51.62	48.38	509
	3,684			13,756	73.22	26.78	510
	3,513			100,091	69.39	30.61	513
							514
	341			13,544	66.47	33.53	515
				3,518	100.00		516
	520			10,107	94.85	5.15	517
							917
	781		454	58,438	86.04	13.96	518
8,712,530	798,587		³ 2,050,611	61,466,212	73.31	26.69	519
	13,859		4,620	39,554			520
	1,788		6,943	93,731			521
	148		680	828			522
	3,372		7,484	74,806			523
	2,694		3,481	78,735			524
	823		687	10,596			525
	259	1,500	1,628	23,387			526
	1,687		18	2,122			527
	481		3,100	15,581			528
	108		61	5,169			529
							530
	2,208		151	2,359			531
	4,023		4,132	34,571			532
	1,136		1,375	17,511			533
	702		2,578	9,283			534
	10,052			39,752			535
	131		1,949	14,086			536
	156			156			537
	1,140		3,829	19,678			538
	674		869	13,543			539
	559		366	925			540
	189		1,164	11,353			541
							542
	12,794		7,715	110,809			543
	14,237		⁴ 41,370	405,607			544
	1,657		2,820	8,564			545
	801		271	1,072			546
	37,413	14,865	106,899	1,214,647			547
	3,350		3,276	44,126			548
	3,486		4,266	65,587			549
	32,047	88,826	⁵ 38,762	315,183			550
	263		689	952			551
	462			25,512			552
	5,681			18,784			553
	120		682	802			554
	19,741		18,829	102,170			555
	10,526		89,033	138,653			556
	8,889		6,271	146,160			557
	109		373	14,732			558
	68			68			559
	5,328			32,678			560
	6,704			56,704			561
	374,820		⁶ 78,576	1,393,596			562
	23,137		17,487	174,642			563
	4,887			26,387			564

¹ Includes \$2,592, "interest on real estate mortgages."² Includes \$1,588, "interest on real estate mortgages."³ Includes \$130,335, "interest on real estate mortgages."⁴ Includes \$15, "interest on real estate mortgages."⁵ Includes \$3,913, "interest on real estate mortgages."⁶ "Interest on real estate mortgages."

GROUP II.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		Dollars.	Dollars.	Dollars.	Dollars.
	Pennsylvania R. R.—Continued.				
	United N. J. R. R. & Canal Co.—Contd.				
565	Mt. Holly, Lumb. & Medf. R. R.	5,989	200	5,250	
566	Phila. & Trenton R. R.	20,356			
567	Connecting Ry.	71,631		59,460	
568	Rocky H. R. R. & Transp. Co.	264	100		
569	Vincentown Brh. R. R.	215			
570	W. Chester R. R.	3,750		3,750	
571	Wn. Pa. R. R.	395,927	300	185,049	
572	Allegh. Vy. Ry.	1,150,591		1,087,897	
574	Camden & Atl. R. R. ¹	176,130		92,945	1,493
575	Phila., Marl. & Medf. R. R. ¹	3,321		² 2,125	
573	Cumb. Vy. R. R.	48,861		21,640	
574	Cumb. Vy. & Martinsb. R. R.	3,565			
575	Dillsb. & Mechs. R. R.	6,050	50	6,000	
576	Sn. Pa. Ry. & Min. Co.	43,902		43,750	
577	Mont Alto R. R.	7,768		7,500	
578	Junction R. R. (of Phila.)	39,809		37,125	1,066
579	Nn. Cent. Ry.	1,628,592		783,575	
580	Elm. & L. Ont. R. R.	63,611		25,000	
581	Elm. & Williamspt. R. R.	101,369	3,265	88,140	
582	Lykens Vy. R. R. & Coal Co.	2,497	2,497		
583	Sham. Vy. & Pottsv. R. R.	145,043		140,000	
585	Un. R. R. (of Balt.)	51,811		36,000	
586	Phila., Wilm. & Balt. R. R.	1,668,632		255,200	377
587	Balt. & Pot. R. R.	568,371		420,000	19,238
588	Cantonsv. S. Line R. R.	3,717		2,700	
589	Cambridge & Seaf. R. R.	1,602			
590	Delaware R. R.	50,700		22,500	
591	Del. & Ches. Ry.	20,417		16,000	
592	Del., Md. & Va. R. R.	44,796		37,550	
593	Phila. & Balt. Cent. R. R.	160,543		104,000	1,060
594	Chester Ck. R. R.	12,214		11,100	
595	Phila. & Del. Co. R. R.	9,107		9,000	
596	Queen Anne's & Kent R. R.	1,371 1,118			
597	S. Chester R. R.				
598	Wash. Sn. Ry.	65,081		50,000	76
602	W. Jersey R. R. ¹	249,417		166,787	324
603	Alloway & Quinton R. R. ¹				
604	W. Jersey & Atl. R. R. ¹	15,797		³ 3,600	
599	W. Jersey & Seashore R. R. ⁴	46,195		42,372	
600	Pa. & N. Wn. R. R.	142,107		124,700	422
604	Perry Co. R. R.	8,737		6,983	
605	Phila. & Read. R. R.	10,159,615		4,366,051	789,289
606	Allentown R. R.				
607	Allentown Term. R. R.	18,000		18,000	
608	Catawissa R. R.	9,028	8,632		
609	Chest. H. R. R.	2,000	2,000		
610	Colebrookdale R. R.	36,003		36,000	
611	Danv. & Sham. R. R. ⁵				
612	Dauphin & Berks R. R. ⁶				
613	Del. & Bound Brk. R. R.	131,000	⁶ 8,000	123,000	
614	E. Trenton R. R.		(⁷)		
615	E. Pa. R. R.	29,839		19,800	
616	Langhorne & Bristol R. R.	142			
617	Little Schuyl. Nav., R. R. & Coal Co.	51,930	4,012		
618	E. Mahanoy R. R.	3,414	500		
619	Mill Ck. & Mine H. Nav. & R. R. Co.	463	463		
620	Mine H. & Schuyl. Hav. R. R.	35,275	6,751		

¹ Report for ten months ending April 30, 1896. Consolidated into W. Jersey & Seashore R. R.² For six months ending December 31, 1895.³ Amount paid, amount accrued taken up on the books of W. Jersey & Seashore R. R.⁴ Report for two months ending June 30, 1896. Consolidation of Alloway & Quinton, Camden & Atl., Phila., Marl. & Medf., W. Jersey, and W. Jersey & Atl. R. Rs.⁵ Includes \$2,000, "Salaries and maintenance of organization" of the E. Trenton R. R.⁶ Included in "Salaries and maintenance of organization" of the Del. & Bound Brk. R. R.⁷ Included in "Salaries and maintenance of organization" of the Del. & Bound Brk. R. R.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total of operating expenses and fixed charges. Cols. 2+10.	Proportion assignable to operation. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	No.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
.....	539	.....	.....	5,989	.....	.....	565
.....	20,356	.....	.....	20,356	.....	.....	566
.....	12,171	.....	.....	71,631	.....	.....	567
.....	164	.....	.....	264	.....	.....	568
.....	215	.....	.....	215	.....	.....	569
.....	.....	.....	.....	3,750	.....	.....	570
.....	20,862	156,586	¹ 33,130	395,927	.....	.....	571
.....	55,815	.....	² 6,879	2,769,653	58.46	41.54	572
2,866	15,044	.....	³ 63,782	807,587	78.19	21.81	574
.....	941	.....	255	3,321	.....	.....	575
5,475	21,746	.....	.....	683,572	92.85	7.15	573
.....	3,565	.....	.....	3,565	.....	.....	574
.....	.....	.....	.....	6,050	.....	.....	575
.....	152	.....	.....	43,902	.....	.....	576
.....	268	.....	.....	28,868	73.09	26.91	577
.....	1,618	.....	.....	123,732	67.83	32.17	578
469,064	61,836	.....	314,117	6,323,742	74.25	25.75	579
.....	20,541	.....	18,070	63,611	.....	.....	580
.....	9,964	.....	.....	101,369	.....	.....	581
.....	.....	.....	.....	2,497	.....	.....	582
.....	5,043	.....	.....	145,043	.....	.....	583
.....	14,248	.....	1,563	122,988	57.87	42.13	585
1,214,821	106,789	.....	⁴ 91,445	8,409,627	80.16	19.84	586
4,828	40,200	.....	84,105	568,371	.....	.....	587
.....	436	.....	581	3,717	.....	.....	588
.....	864	.....	738	1,602	.....	.....	589
.....	5,395	.....	22,805	50,700	.....	.....	590
.....	1,895	.....	2,522	20,417	.....	.....	591
.....	2,678	.....	4,568	44,796	.....	.....	592
23,314	10,178	.....	21,991	160,543	.....	.....	593
.....	1,114	.....	.....	12,214	.....	.....	594
.....	107	.....	.....	9,107	.....	.....	595
.....	630	.....	741	38,601	96.45	3.55	596
.....	932	.....	186	1,118	.....	.....	597
.....	.....	.....	.....	.....	.....	.....	598
.....	5,683	.....	9,322	65,081	.....	.....	599
47,656	28,943	.....	5,707	1,309,522	80.95	19.05	602
.....	.....	.....	.....	.....	.....	.....	603
.....	5,557	.....	6,640	15,797	.....	.....	604
.....	990	.....	2,833	402,451	88.52	11.48	599
.....	16,985	.....	.....	568,113	75.00	25.00	600
.....	614	1,140	.....	18,935	53.86	46.14	604
2,904,129	379,134	1,136,790	⁵ 584,222	22,028,433	53.88	46.12	605
.....	.....	.....	.....	.....	.....	.....	606
.....	.....	.....	.....	18,000	.....	.....	607
.....	396	.....	.....	9,028	.....	.....	608
.....	.....	.....	.....	2,000	.....	.....	609
.....	3	.....	.....	36,003	.....	.....	610
.....	.....	.....	.....	.....	.....	.....	611
.....	.....	.....	.....	.....	.....	.....	612
.....	.....	.....	.....	131,000	.....	.....	613
.....	.....	.....	.....	.....	.....	.....	614
.....	240	9,799	.....	29,839	.....	.....	615
.....	.....	.....	142	142	.....	.....	616
31,865	16,053	.....	.....	51,930	.....	.....	617
.....	2,914	.....	.....	3,414	.....	.....	618
.....	.....	.....	.....	463	.....	.....	619
.....	28,524	.....	.....	35,275	.....	.....	620

¹ Includes \$3,178, "interest on real estate mortgages."
² "Interest on real estate mortgages."
³ Includes \$3,952, "interest on real estate mortgages."
⁴ Includes \$9,860, "interest on real estate mortgages."
⁵ Includes \$225,825, "interest on real estate mortgages."

GROUP II.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and main- tenance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Phila. & Read. R. R.—Continued.				
621	Mt. Carb. & Port Carb. R. R.	3,197	468		
622	Mt. Carmel & Natalie R. R.	40,010	34,298	1,000	2,233
623	Norrist. Jctn. R. R.	2,428	71	1,900	
624	N. Pa. R. R.	496,500	12,000	484,500	
625	Phila. & Frankf. R. R.	25,467		19,025	
626	Phila. & Read. Term. R. R.	465,355			
627	Phila., Germant. & Norrist. R. R.	11,475	5,225		
628	Plymouth R. R.				
629	Phila., Harrisb. & Pittsb. R. R.	25,000		25,000	
630	Pickering Vy. R. R.	23,262		23,261	
631	Schuyl. & Lehigh R. R.	27,000		27,000	
632	Schuyl. Riv. W. Side R. R. ¹				
633	Schuyl. Vy. Nav. & R. R. Co.	468	468		
634	Sham., Sunb. & Lewisb. R. R.	110,000		110,000	
635	Slatington R. R. ¹				
636	Atl. Cy. R. R.	132,845		110,000	1,425
637	Phila. & Brigantine R. R. ²				
638	Camden Co. R. R.	3,408		1,950	277
639	Chester & Del. Riv. R. R.	817			
640	Gettys. & Harrisb. Ry.	33,497		31,750	
641	Middlet. & Hummelst. R. R.	63			
642	N. E. Pa. R. R.	20,887		20,000	165
643	Perkiomen R. R.	104,363		96,230	
644	Phila. & Chest. Vy. R. R.	18,444		18,025	
645	Phila. & Nn. R. R. ¹				
646	Port Read. R. R.	90,442		75,000	245
647	Read & Col. R. R.	113,474		110,000	
648	Read., Mari. & Han. R. R.				
649	Rupert & Bloomsb. R. R.	84			
650	Stony Ck. R. R.	25,345		24,500	
651	Tamaqua, Haz. & Nn. R. R.	47			
652	Phila. Belt Line R. R.	468			
653	Phila., Newt. & N. Y. R. R.	83,945		80,000	
654	Phila., Read. & New Eng. R. R.	140,544			21,000
655	Dutchess Co. R. R.	27,416	1,000	21,000	5,416
656	Hartf. & Conn. Wn. R. R.	35,000		35,000	
657	Portage Ck. & Rich. Vy. R. R.				
658	Port Jer., Monti. & N. Y. R. R.	14,884		10,233	
659	Pough. & En. Ry.	3,760			
661	Raritan Riv. R. R.	17,699		15,000	958
662	Reynoldsv. & Falls Ck. R. R.	10,200		10,200	
663	Roch. & Irondequoit R. R. ³				
664	Roch. & L. Ont. Ry.				
665	Rkaway. Vy. Ry.	6,250		6,250	
666	St. Marys & S. Wn. R. R.	5,755			
670	Silver L. Ry.	5,450		4,210	
671	Skaneateles R. R.	1,512		600	
673	Slate Run R. R.	1,148			
674	S. Jersey R. R.				
676	Staten I. Rap. Trans. R. R.	321,467		185,000	6,437
677	Staten I. Ry.	26,209	3,709	22,500	
678	Sterling Mtn. Ry.	763			
679	Stewartstown R. R.	530			530
681	Sugar Run R. R.	122			
682	Susq. & Buff. R. R.	72			
684	Tuckerton R. R.	8,645		5,993	1,160
685	Tuscarora Vy. R. R.				
686	Ulster & Del. R. R.	112,334		92,621	
687	Del. & Otsego R. R.				
689	Kaaterskill R. R.	1,070			
690	Cats. & Tannersv. Ry.	59			2
691	Stony Clove & Cats. Mtn. R. R.	18,786			

¹ Road under construction.² Report for three months ending June 30, 1896. Reorganization of Brigantine B. R. R.³ Report not filed; inserted to show relation of road following.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total of operating expenses and fixed charges. Cols. 2+10	Proportion assignable to operation. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	No.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
	2,729			3,197			621
			2,479	40,010			622
	404		53	2,428			623
				596,500			624
			6,442	25,467			625
	5,725		¹ 459,630	465,355			626
			6,250	11,475			627
							628
				25,000			629
			1	23,262			630
				27,000			631
							632
				468			633
				110,000			634
							635
	17,635		3,785	771,751	82.78	17.22	636
				3,924	100.00		637
	1,181			16,749	79.65	20.35	638
	355		² 462	28,555	97.14	2.86	639
	1,729		18	112,352	70.18	29.82	640
	63			8,720	99.28	.72	641
	722			94,713	77.95	22.05	642
	4,147	3,986		276,757	62.28	37.72	643
	419			58,917	68.69	31.31	644
							645
	11,015		4,182	253,956	64.39	35.61	646
	2,492		³ 982	308,908	63.26	36.74	647
							648
	84			7,396	98.86	1.14	649
	455		⁴ 390	62,941	59.73	40.27	650
	47			4,383	98.93	1.07	651
	468			7,110	93.42	6.58	652
	3,945			165,139	49.16	50.84	653
84,444	33,600		1,500	686,440	79.52	20.48	654
				27,416			655
				35,000			656
				5,966	100.00		657
	4,651			46,063	67.69	32.31	658
	3,760			54,933	93.15	6.85	659
	1,603		² 138	63,207	72.00	28.00	661
				73,077	86.04	13.96	662
							663
							664
				30,346	79.40	20.60	665
	2,169		3,586	24,347	76.36	23.64	666
	1,240			18,396	70.37	29.63	670
	912			17,602	91.41	8.59	671
	662	486		15,391	92.54	7.46	673
				122,453	100.00		674
82,100	38,075		² 9,855	738,010	56.44	43.56	676
				26,209			677
	763			9,371	91.86	8.14	678
				9,134	94.20	5.80	679
	122			8,760	98.61	1.39	681
	72			4,970	98.55	1.45	682
	1,492			55,907	84.54	15.46	684
				15,255	100.00		685
	19,713			427,247	73.70	26.30	686
							687
264	806			13,936	92.32	7.68	689
	43		14	59			690
	2,086		16,700	47,372	60.34	39.66	691

¹ Includes \$5,646, "interest on real estate mortgages."

³ Includes \$638, "interest on real estate mortgages."

⁴ Includes \$330, "interest on real estate mortgages."

² "Interest on real estate mortgages."

GROUP II.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
692	Unadilla Vy. Ry.....	13,417		12,500	
693	Un. Transp. Co.....	1,625			
694	Pember. & Hightst. R. R.....				
695	Ursina & N. Fork Ry.....	315			
697	Valley R. R. (of Pa.).....	139			
698	Wash. & Pot. R. R.....				
699	Wn. Md. R. R.....	253,644		113,956	20,227
700	Balt. & Cumb. Vy. R. R.....	4,368		4,368	
701	Balt. & Cumb. Vy. R. R. Ex.....	13,800		13,800	
702	Balt. & Cumb. Vy. Ry.....	2,910		2,910	
703	Potomac Vy. R. R.....	26,250		26,250	
704	Balt. & Harrisb. Ry.....	52,570		35,700	1,874
707	Berlin Brh. R. R.....	2,969		2,574	297
708	Wn. N. Y. & Pa. Ry.....	688,188		577,209	
719	Kinzua Vy. R. R.....	45			
721	Whippany Riv. R. R. ¹				
722	Williams Vy. R. R.....	5,738		5,220	
723	Williamspt. & N. Brh. R. R.....	57,924		56,250	294
724	Wilm. & N. R. R.....	52,251		37,500	7,660
725	York Sn. R. R.....	20,279		19,998	
727	Yough. & Wick Hav. R. R.....	105			

¹ Report for nine months ending June 30, 1896.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	No.
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improve- ments charged to income account.	Other deductions.	Total of operating ex- penses and fixed charges. Cols. 2+10	Proportion assignable to opera- tion. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
500	891 1,125		26	31,616 69,885	57.56 97.67	42.44 2.33	692 693
	16		299	1,902	83.44	16.56	694
	139			5,320	97.39	2.61	695
90,128	15,604	11,068	2,661	1,040,794	75.63	24.37	697
				4,368			698
				13,800			699
				2,910			700
				26,250			701
	2,805	4,795	7,396	222,868	76.42	23.58	702
	49		¹ 49	10,076	70.53	29.47	703
	95,430		¹ 15,549	2,922,099	76.45	23.55	704
	45			12,479	99.64	.36	707
	518			21,679	73.54	26.46	719
	1,380			120,457	51.91	48.09	721
	5,972		¹ 1,119	459,153	88.62	11.38	722
	281			66,889	69.68	30.32	723
	90		15	105		100.00	724
							725
							727

¹ "Interest on real estate mortgages."

GROUP III.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
	Total—Group III.....	Dollars. 55, 272, 685	Dollars. 83, 285	Dollars. 31, 392, 207	Dollars. 1, 007, 464
	Charges against income from operation.	48, 901, 035	.....	26, 376, 711	940, 840
	Charges against income from lease of road.	6,371,650	83,285	5,015,496	66,624
729	Addyston & Ohio Riv. R. R.....	.....	.....	.....	.....
730	Alliance & Nn. R. R.....	1, 570	.....	.....	.....
731	Ann Arbor R. R. ¹	51, 727	.....	.....	1, 286
732	Arcadia & Betsey Riv. Ry. ²	233	.....	.....	.....
171	Balt. & Ohio R. R. ³	2, 054, 791	.....	922, 717	.....
	[Line west of Ohio Riv.]				
734	Balt. & Ohio & Chic. R. R.....	762,085	.....	464,640	.....
735	Akron & Chic. Jctn. R. R.....	76,000	1,000	75,000	.....
736	Cent. Ohio R. R.....	120,386	7,886	112,500	.....
737	Sdsky., Mansf. & Newk. R. R.....	167,059	6,059	161,000	.....
739	Cols. & Cin. Midl. R. R.....	90,000	.....	90,000	.....
740	Newk., Somerset & Stsv. R. R.....	40,567	567	40,000	.....
741	Balt. & Ohio S. Wn. Ry. ⁴	1, 269, 468	.....	1, 068, 389	.....
	[Line east of Vincennes, Ind.]				
742	Clev. Term. & Vy. R. R. ⁵	160, 079	.....	146, 667	.....
743	En. Ohio R. R.....	89	.....	.....	.....
744	Pittsb. & Wn. Ry.....	1, 079, 368	.....	515, 190	147, 745
745	Ellwood S. Line R. R.....	15,000	.....	15,000	.....
746	Pittsb., Clev. & Tol. R. R.....	220,291	.....	144,000	17,026
747	Pittsb., Painesv. & Fairpt. Ry.....	76,000	.....	62,500	300
748	Big Level & Kinzua R. R.....	11,307	3,581	6,000	.....
747	Valley Ry. (of Ohio). ⁶	8, 615	.....	.....	3, 858
749	Barberton Belt Line R. R.....	3, 915	.....	1, 750	1, 670
751	Bedford Belt Ry.....	13, 115	.....	12, 500	.....
752	Bellaire, Zanesv. & Cin. Ry.....	27, 254	.....	.....	.....
753	Boyne Cy. & S. En. R. R.....	797	.....	.....	797
756	Cent. Un. Depot & Ry. Co. of Cin.....	.....	.....	.....	.....
757	Chic. & S. Bend R. R.....	1, 027	.....	498	.....
759	Chic. & W. Mich. Ry.....	443, 715	.....	404, 449	630
761	(Det., Lans. & Nn. R. R. ⁷	258, 499	.....	169, 155	659
	(Det., Lans. & Nn. R. R. ⁸	6, 363	.....	.....	.....
763	Sag. & Wn. R. R. ¹	25,470	.....	25,470	.....
764	Sag. Vy. & St. L. R. R. ⁷	33, 969	.....	26, 760	662
765	Sag. & Gr. Rap. R. R. ⁷.....	.....	.....	.....	.....
766	Gr. Rap. Tr. & Jctn. R. R.....	.....	.....	.....	.....
769	Cin. & Westwood R. R.....	9, 789	.....	6, 000	551
770	Cin., Georget. & Ports. R. R.....	16, 252	.....	15, 120	.....
771	Cin., Ham. & Day. Ry.....	1, 072, 995	.....	584, 507	25, 635
775	Day. & Mich. R. R. ⁹	138,400	2,000	136,400	.....
777	Cin., Ham. & Indpls. R. R.....	165, 885	.....	126, 000	.....
778	Cin., Jack. & Mack. Ry.....	32, 432	.....	.....	197
780	Cin., Leb. & Nn. Ry.....	16, 522	.....	13, 448	.....
782	Cin. N. Wn. Ry.....	1, 500	.....	1, 500	.....
783	Cin., Ports. & Va. R. R.....	7, 946	.....	1, 646	.....
784	Clev., Akron & Cols. Ry.....	230, 586	.....	⁹ 133, 800	19, 333
785	Clev. Belt & Term. R. R.....	2, 872	.....	(¹⁰)	1, 578
786	Clev., Cant. & Sn. R. R.....	281, 594	.....	210, 410	8, 811
787	Cant. & Wooster R. R. ¹¹.....	.....	.....	.....	.....

¹ Report for eight months ending June 30, 1896. Reorganization of Tol., Ann Arb. & N. Mich. Ry.² Report for period, September 25, 1895 to June 30, 1896.³ Group figures assigned by this Office. See page 534, No. 171, for totals covering entire road.⁴ See page 534, No. 741, for totals covering entire road.⁵ Report for period, October 6, 1895 to June 30, 1896. Reorganization of Valley Ry. (of Ohio).⁶ Report for period, July 1 to October 5, 1895. Reorganized as Clev. Term. & Vy. R. R.⁷ Report for nine months ending March 31, 1896. ⁸ Report for three months ending June 30, 1896.⁹ Excludes \$1,117, interest on equipment trust obligations included in principal.¹⁰ "Interest on funded debt," \$45,100, charged to cost of road.¹¹ Report for period, September 4, 1895 to June 30, 1896.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	No.
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total of operating expenses and fixed charges. Cols. 2+10	Proportion assignable to operation. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
13,740,046	6,362,005	972,135	¹ 1,715,543	180,787,817	.....	.....	
13,555,319 184,727	5,894,572 467,433	932,577 39,558	¹ 1,201,016 514,527	174,416,167 6,371,650	71.96	28.04	
.....	.....	.....	.....	19,006	100.00	.....	729
.....	654	916	.....	37,962	95.86	4.14	730
.....	5,748	.....	44,693	754,930	93.15	6.85	731
.....	233	.....	.....	2,129	89.05	10.95	732
884,468	76,402	.....	171,204	6,945,556	70.41	29.59	171
.....	112,518	.....	184,927	762,085	.....	.....	734
.....	.....	.....	.....	76,000	.....	.....	735
.....	.....	.....	.....	120,386	.....	.....	736
.....	.....	.....	.....	167,059	.....	.....	737
.....	.....	.....	.....	90,000	.....	.....	739
.....	.....	.....	.....	40,567	.....	.....	740
.....	165,079	.....	36,000	3,842,463	66.96	33.04	741
.....	13,412	.....	.....	532,280	69.92	30.08	742
.....	89	.....	.....	20,670	99.57	.43	743
372,320	26,400	.....	² 17,713	3,192,447	66.19	33.81	744
.....	.....	.....	.....	15,000	.....	.....	745
.....	19,200	.....	40,065	220,291	.....	.....	746
.....	13,200	.....	.....	76,000	.....	.....	747
.....	1,072	.....	654	11,307	.....	.....	748
.....	4,757	.....	.....	216,793	96.03	3.97	747
.....	386	.....	109	10,854	63.93	36.07	749
.....	615	.....	.....	39,764	67.02	32.98	751
.....	.....	27,254	.....	129,803	79.01	20.99	752
.....	.....	.....	.....	12,917	93.83	6.17	753
.....	.....	.....	.....	.....	.....	.....	756
.....	529	.....	.....	7,671	86.61	13.39	757
.....	38,636	.....	.....	1,779,513	75.07	24.93	759
67,020	21,665	.....	.....	930,741	72.23	27.77	761
.....	6,363	.....	.....	251,595	97.47	2.53	
.....	.....	.....	.....	25,470	.....	.....	763
5,250	1,297	.....	.....	80,875	58.00	42.00	761
.....	.....	.....	.....	.....	.....	.....	765
.....	.....	.....	.....	.....	.....	.....	766
.....	1,223	.....	2,015	27,069	63.84	36.16	769
.....	1,132	.....	.....	74,690	78.24	21.76	770
319,188	121,390	.....	22,275	3,866,899	72.25	27.75	771
.....	.....	.....	.....	138,400	.....	.....	775
.....	39,604	.....	281	748,832	77.84	22.16	777
.....	31,735	.....	500	658,437	95.07	4.93	778
.....	2,804	.....	² 270	109,897	84.97	15.03	780
.....	.....	.....	.....	13,363	88.78	11.22	782
.....	6,300	.....	.....	253,229	96.86	3.14	783
.....	28,605	48,848	.....	825,018	72.05	27.95	784
.....	1,294	.....	.....	22,526	87.25	12.75	785
17,946	22,205	12,575	¹ 9,647	827,708	65.98	34.02	786
.....	.....	.....	.....	.....	.....	.....	787

¹ Includes \$63,686, "interest on real estate mortgages."² "Interest on real estate mortgages."

GROUP III.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and main- tenance of organiza- tion.	Interest on funded debt.	Interest on interest bearing current lia- bilities.
		Dollars.	Dollars.	Dollars.	Dollars.
789	Clev., Cin., Chic. & St. L. Ry. ¹ [Line east of Terre Haute, Ind.]	2, 430, 520	.....	1, 928, 968	43, 403
795	Day. & Un. R. R.	24, 439	.....	17, 670	44
797	Mt. Gil. S. Line Ry.	275	.....	.....	.....
798	Peoria & En. Ry. ² [Line east of Danville, Ill.]	331, 247	.....	261, 405	.....
799	Clev., Lor. & Wheel. Ry.	335, 006	.....	280, 229	17, 046
800	Cols., Hock. Vy. & Tol. Ry.	1, 134, 413	.....	1, 015, 880	23, 174
803	Cols., Sdsby. & Hock. R. R.	225, 187	.....	114, 333	45, 238
805	Crawf. & Manistee Riv. Ry.	156	.....	.....	.....
806	Day., Leb. & Cin. R. R.	568	.....	.....	.....
808	Det. & Mackinac Ry.	105, 362	.....	96, 000	.....
810	Elkhart & Wn. R. R.	13, 015	.....	11, 250	.....
328	Erie R. R. ³ [Line west of Salamanca, N. Y.]	995, 975	.....	522, 258	.....
813	Clev. & Mahon. Vy. Ry.	167, 093	3, 750	152, 903	.....
814	New Castle & Shen. Vy. R. R.	15, 000	.....	15, 000	.....
815	Sharon Ry.	9, 167	1, 787	7, 380	.....
816	Westerman Coal & Iron R. R. ....	.....	.....	.....	.....
818	Chic. & Erie R. R.	948, 059	.....	616, 391	.....
819	Evansv. & T. Haute R. R.	385, 775	.....	⁴ 333, 434	.....
820	Evansv. Belt Ry.	7, 956	.....	.....	2, 385
821	Evansv. & Indpls. R. R.	175, 838	.....	152, 510	.....
822	Evansv. & Rich. R. R.	85, 149	.....	70, 000	.....
824	Find., Ft. Way. & Wn. Ry.	66, 645	.....	60, 000	.....
825	Flint & Pére Marq. R. R.	678, 886	.....	589, 607	39, 139
89	Gr. Trunk Ry. ⁵.....	.....	.....	.....	.....
830	Chic. & Gr. Trunk Ry.	1, 102, 254	.....	660, 000	88, 690
831	Gr. Trunk Jctn. Ry.	193, 600	.....	193, 600	.....
832	Cin., Sag. & Mack. R. R.	89, 449	.....	86, 050	.....
833	Chic., Det. & Can. Gr. Trunk Jctn. Ry.	73, 937	.....	65, 700	.....
834	Det., Gr. Hav. & Milw. Ry.	370, 560	.....	312, 000	19, 933
835	Mich. Air Line Ry.	79, 349	.....	75, 433	.....
836	Tol., Sag. & Musk. Ry.	83, 875	.....	82, 125	.....
839	Ind., Dec. & Wn. Ry. ⁶ [Line in Indiana.]	70, 945	.....	22, 800	.....
840	Ind., Ill. & Io. R. R. ⁷ [Line in Indiana.]	56, 855	.....	40, 760	.....
841	Ind. Nn. Ry.	310	.....	.....	.....
842	Indpls. Un. Ry.	244, 611	.....	45, 000	.....
843	Indpls. Belt R. R.	60, 000	.....	60, 000	.....
844	Iron Ry.	3, 512	.....	.....	.....
845	Ivorydale & Mill Ck. Vy. Ry.	20, 000	.....	.....	.....
846	Jamest. & L. Erie Ry.	12, 986	.....	10, 750	91
847	L. Erie & Wn. R. R.	908, 383	.....	467, 500	.....
848	Nn. Ohio Ry.	97, 548	.....	93, 750	.....
849	L. Erie, Alliance & Sn. Ry.	31, 276	.....	29, 160	.....
850	L. Shore & Mich. Sn. Ry.	4, 490, 329	.....	3, 126, 495	.....
851	Det. & Chic. R. R. ....	.....	.....	.....	.....
852	Det., Hillsd. & S. Wn. R. R.	563	563	.....	.....
853	Det., Monroe & Tol. R. R. ....	.....	.....	.....	.....
855	Ft. Way. & Jack. R. R.	1, 500	1, 500	.....	.....
856	Jamest. & Frank. R. R.	57, 793	1, 351	55, 860	.....
857	Kal. & White Pigeon R. R. ....	.....	.....	.....	.....
858	Kal., All. & Gr. Rap. R. R.	42, 000	.....	42, 000	.....
859	Mahon. Coal R. R.	76, 383	1, 383	75, 000	.....
860	Nn. Cent. Mich. R. R. ....	.....	.....	.....	.....
861	Oberlin & La Grange Ry.	723	.....	723	.....
862	Sturgis, Goshen & St. L. R. R.	9, 660	.....	9, 660	.....

¹ See page 534, No. 789, for totals covering entire road.² See page 534, No. 798, for totals covering entire road.³ Report for seven months ending June 30, 1896. Reorganization of N. Y., L. Erie & Wn. R. R. See page 534, No. 328, for totals covering entire road.⁴ Excludes interest on equipment trust obligations included in principal.⁵ Files no report; inserted to show relation of seven roads following.⁶ See page 534, No. 839, for totals covering entire road.⁷ See page 534, No. 840, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			No.
Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total of operating expenses and fixed charges. Cols. 2+10	Proportion assignable to operation. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
	458,149			9,747,714	75.07	24.93	789
	3,865		2,860	113,937	78.55	21.45	795
	275			4,176	93.42	6.58	797
	61,530	8,312		1,188,309	72.12	27.88	798
	37,731			1,444,020	76.80	23.20	799
	95,359			2,641,980	57.05	42.95	800
45,615	20,001			957,331	76.48	23.52	803
	156			5,802	97.31	2.69	805
	568			15,544	96.35	3.65	806
	5,473	1,079	2,810	408,754	74.22	25.78	808
	1,765			24,005	45.78	54.22	810
413,029	60,688			3,895,318	74.43	25.57	328
	130		10,310	167,093			813
				15,000			814
				9,167			815
							816
198,923	132,745			3,321,571	71.46	28.54	818
	52,341			1,028,217	62.48	37.52	819
	3,296		2,275	7,956			820
3,000	20,328			392,829	55.23	44.77	821
	15,149			180,890	52.93	47.07	822
	6,211		434	160,707	58.53	41.47	824
	50,140			2,269,129	70.08	29.92	825
							89
110,683	179,425		63,456	4,053,798	72.81	27.19	830
				193,600			831
	3,399			217,229	58.82	41.18	832
	8,237			372,158	80.13	19.87	833
	26,127		12,500	1,272,287	70.87	29.13	834
	3,916			226,647	65.00	35.00	835
	1,750			213,211	60.66	39.34	836
	17,200		30,945	233,142	69.57	30.43	839
	16,095			349,935	83.75	16.25	840
	310			3,314	90.64	9.36	841
49,577	150,034			540,619	54.75	45.25	842
				60,000			843
	3,512			44,612	92.13	7.87	844
20,000				39,291	49.10	50.90	845
	2,145			50,526	74.30	25.70	846
	194,214	246,669		2,740,111	66.85	33.15	847
	3,798			238,465	59.10	40.90	848
	1,401	715		59,790	47.69	52.31	849
667,960	634,947		60,927	18,920,562	76.27	23.73	850
							851
				563			852
							853
				1,500			855
	582			57,793			856
							857
				42,000			858
				76,383			859
							860
				723			861
				9,660			862

¹ "Interest on real estate mortgages."

GROUP III.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		Dollars.	Dollars.	Dollars.	Dollars.
	L. Shore & Mich. Sn. Ry.—Continued.				
864	Tol. & Ohio Nn. Ry.				
865	N. Y., Chic. & St. L. R. R.	1,135,747		804,333	
866	Chic. & State Line R. R.	400	400		
867	Pittsb. & L. Erie R. R.	785,990		220,000	
868	Beaver & Ellwood R. R. ¹	4,636		2,500	
869	Mahon. State Line R. R.	353			
870	Pittsb., McKeespt. & Youghy. R. R.	261,116		225,000	
873	Ellwood Con. R. R.	264			
874	Lakeside & Marbleh. R. R.	8,629		7,815	
876	Louisv., Evansv. & St. L. Consol. R. R.	385,763		261,866	32,597
877	Louisv., New Alb. & Chic. Ry.	1,180,410		773,496	25,888
880	Louisv., New Alb. & Cdn. R. R.	5,591		3,000	1,750
881	Lowell & Hastings R. R.				
883	Manistee & Gr. Rap. R. R.	265			
885	Manistee & N. En. R. R.	142,221			139,315
888	Mason & Oceana R. R.	493			
889	Mich. Cent. R. R. ²	3,073,986		³ 1,067,800	
890	Battle Ck. & Sturgis Ry.	15,000		15,000	
891	Bay Cy. & Battle Ck. Ry.	7,500		7,500	
892	Can. Sn. Brg. Co.	70,000		70,000	
893	Det. & Bay Cy. R. R.	33,920		⁴ 33,920	
896	Gr. Riv. Vy. R. R.			(⁴)	
897	Jack., Lans. & Sag. R. R.	103,450	750	102,700	
898	Joliet & Nn. Ind. R. R.	57,000	1,000	56,000	
899	Kal. & S. Hav. R. R.			(⁴)	
901	Mich. Air Line R. R.			(⁴)	
902	Mich. Midl. & Can. R. R.	22,610		22,610	
903	Sag. Bay & N. Wn. R. R.				
904	Tol., Can. Sn. & Det. Ry.	105,000		105,000	
906	Middlet. & Cin. R. R.	7,961		7,000	
909	New Castle & Butler R. R.				
470	N. Y. Cent. & Hud. Riv. R. R.: ⁵				
910	Dunk., Allegh. Vy. & Pittsb. R. R.	214,837		⁶ 203,000	
459	N. Y., L. Erie & Wn. R. R. ⁷ [Line west of Salamanca, N. Y.]	646,466			
912	Norf. & Wn. R. R. ⁸ [Line north of Ohio Riv.]	281,968		200,000	
913	Cols. Con. & Term. R. R.	30,000		30,000	
914	N. Wn. Monroe Ry.	540		540	
916	Ohio Sn. R. R.	408,422		346,058	19,935
917	Pennsylvania Co.	8,141,547		1,002,751	17,735
918	Calumet Riv. Ry.	3,350			3,350
919	Clev. & Pittsb. R. R.	548,251	8,383	304,075	
920	Erie & Pittsb. R. R.	217,426	2,500	214,400	
921	Indpls. & Vinc. R. R.	203,000		203,000	
923	Pittsb. Ft. Way. & Chic. Ry.	888,817	20,117	868,700	
924	Massillon & Clev. R. R.	2,719	869	1,850	
925	New Castle & Beaver Vy. R. R.	4,785	1,974		
926	Pittsb., Ohio Vy. & Cin. R. R.	15,000		15,000	
927	Pittsb., Youngst. & Ashtab. R. R.	404,696		169,908	
928	Roch., Beaver Falls & Wn. Ry.				
929	S. Chic. & Sn. R. R.	7,063			7,063
930	State Line & Ind. Cy. Ry.	3,500			3,500
932	Tol., Walh. Vy. & Ohio R. R.	112,860		112,860	
933	Rolling Mill R. R.				
934	Cin. & Musking. Vy. Ry.	123,103		105,000	
935	Clev. & Mari. Ry.	100,110		56,250	

¹ Report for eleven months ending June 30, 1896.² Figures cover whole line, 1,642.15 miles; 380.04 miles not in United States.³ Includes interest on funded debt of Gr. Riv. Vy. R. R., Kal. & S. Hav. R. R., Mich. Air Line R. R. Cos. and \$178,800 of Det. & Bay Cy. R. R. Co. ⁴ See note 3.⁵ Inserted to show relation of road following. ⁶ Paid direct to bondholders by lessee Co.⁷ Report for five months ending November 30, 1895. Reorganized as Erie R. R. See page 534, No. 459, for totals covering entire road. ⁸ See page 534, No. 912, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			No.
Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total of operating expenses and fixed charges. Cols. 2+10	Proportion assignable to operation. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
5,200	206,325	53,000	66,889	6,044,520	81.21	18.79	864
				400			865
504,194	50,997		¹ 10,799	4,187,770	81.23	18.77	866
			2,136	4,636			867
	353			353			868
	36,116			261,116			869
	264			264		100.00	870
	814			42,224	79.57	20.43	873
	91,300			1,501,572	74.31	25.69	874
	170,183	210,843		3,428,272	65.56	34.44	876
	841			12,695	55.95	44.05	877
				11,702	100.00		880
	265			22,776	98.84	1.16	881
	2,906			269,819	47.29	52.71	883
	493			18,696	97.36	2.64	885
1,694,778	306,429		4,979	13,269,396	76.83	23.17	888
				15,000			889
				7,500			890
				70,000			891
				33,920			892
							893
				103,450			896
				57,000			897
							898
							899
				22,610			901
							902
				105,000			903
	961			33,675	76.36	23.64	904
				15,866	100.00		906
							909
	11,837			426,215	49.59	50.41	470
597,147	49,319			3,366,508	80.80	19.20	910
							459
53,410	28,558			976,352	71.12	28.88	912
				30,000			913
				1,787	69.78	30.22	914
	649		41,780	926,841	55.94	44.06	916
6,062,974	738,856	154,738	² 164,493	20,157,526	59.61	40.39	917
				3,350			918
			235,793	548,251			919
	526			217,426			920
				203,000			921
				888,817			923
				2,719			924
2,811				4,785			925
				15,000			926
	234,788			404,696			927
							928
				7,063			929
				3,500			930
				112,860			932
							933
	18,103			528,417	76.70	23.30	934
	10,310	33,550		393,314	74.54	25.46	935

¹ "Interest on real estate mortgages."² Includes \$2,400, "interest on real estate mortgages."

GROUP III.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		Dollars.	Dollars.	Dollars.	Dollars.
	Pennsylvania Co.—Continued.				
936	Gr. Rap. & Ind. R. R.	833,486		488,278	50,983
937	Cin., Rich. & Ft. Way. R. R.	126,301		126,000	
938	Musk., Gr. Rap. & Ind. R. R.	37,525		37,500	
939	Traverse Cy. R. R.	7,500		7,500	
940	Pittsb., Cin., Chic. & St. L. Ry.	4,646,554		2,510,870	
941	Chartiers Ry.	58,007	36	35,000	
942	Chartiers Con. R. R.				
943	Englewood Con. Ry.				
944	Little Miami R. R.	315,228	7,238	124,980	
945	Cols. & Xenia R. R.	4,615	2,500		
946	Day. & Wn. R. R.	30,020		30,020	
947	Ohio Con. Ry.	39,600			33,000
948	Pittsb., Wheel. & Ky. R. R.	61,028		21,337	
950	Newpt. & Cin. Brg. Co.	70,562		49,500	
951	Pittsb., Chartiers & Youghy. Ry.	37,801		34,040	
952	Pittsb. & Castle Shan. R. R.	17,159		12,000	2,670
953	Pittsb. & Moon Run R. R.	6,812		6,000	
954	Pittsb. Jctn. R. R.	124,481		101,143	4,566
955	Pittsb., Lisbon & Wn. Ry. ¹				
950	Pittsb., Marion & Chic. Ry. ²	20,299		19,800	
956	Pittsb., Shen. & L. Erie R. R.	172,749		161,750	
957	Meadv., Conneaut L. & Linesv. R. R.	10,000		10,000	
958	Pontiac, Oxf. & Nn. R. R.	6,658		4,500	
959	Sag., Tusc. & Huron R. R.	68,950			64,670
960	St. Clairsv. & Nn. Ry.				
962	Salem R. R.	7,596		7,500	
963	S. Hav. & En. R. R.	376		90	286
964	T. Haute & Indpls. R. R. ³	355,574		125,000	
	[Line in Indiana.]				
965	Ind. & L. Mich. Ry.	26,635	495	24,000	
966	T. Haute & Loganspt. R. R.	138,905	453	90,000	
967	Tionesta Vy. Ry.	1,266			
968	Tionesta Vy. & Hickory Ry.	149			
969	Tionesta Vy. & Salmon Ck. Ry.	2,126			657
970	Tol. & Ohio Cent. Ry.	469,562		377,305	20,257
971	Kanawha & Mich. Ry. ⁴	50,249		44,239	637
	[Line north of Ohio Riv.]				
972	Tol. & Ohio Cent. Ex. R. R.	111,500		111,500	
969	Tol., Ann Arb. & N. Mich. Ry. ⁵	236,145		128,665	3,959
973	Tol., St. L. & Kans. Cy. R. R. ⁶	378,117		324,972	
	[Line in Indiana and Ohio.]				
974	Tol. S. En. Ry. ⁷				
978	Wabash R. R. ⁸	1,073,085		783,522	
	[Line east of Danville, Ill.]				
980	Eel Riv. R. R.	4,943	4,943		
981	Lafayette Un. Ry.	388	200		
982	Peru & Det. Ry.	4,500		4,500	
983	Wheel. & L. Erie Ry.	507,239		352,526	63,252
985	Tol. Belt Ry.				
986	Zanesv. & Ohio Riv. Ry.	132,566		126,638	1,513

¹ Report for two months ending June 30, 1896. Reorganization of Pittsb., Marion & Chic. Ry.² Report for ten months ending April 30, 1896. Reorganized as Pittsb., Lisbon & Wn. Ry.³ See page 534, No. 964, for totals covering entire road.⁴ See page 534, No. 971, for totals covering entire road.⁵ Report for four months ending October 31, 1895. Reorganized as Ann Arbor R. R.⁶ Group figures assigned by this Office. See page 534, No. 973, for totals covering entire road.⁷ Report for period, August 12, 1895 to June 30, 1896.⁸ Group figures assigned by this Office. See page 534, No. 978, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total of operating expenses and fixed charges. Cols. 2+10	Proportion assignable to operation. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	No.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
131,870	98,389	53,609	¹ 10,357	2,904,325	71.30	28.70	936
		301		126,301			937
		25		37,525			938
				7,500			939
1,056,541	734,184	29,069	315,890	17,250,109	73.06	26.94	940
	3,872		19,099	58,007			941
							942
							943
172,916			10,094	315,228			944
			2,115	4,615			945
				30,020			946
			6,600	39,600			947
		39,232	459	61,028			948
	21,062			73,389	3.85	96.15	950
	3,761			126,056	70.01	29.99	951
	2,489			69,307	75.24	24.76	952
	812			26,419	74.22	25.78	953
	18,772			295,163	57.82	42.18	954
				6,597	100.00		955
	499			59,328	65.78	34.22	950
8,756	2,243			638,685	72.95	27.05	956
				10,000			957
	2,158			80,415	91.72	8.28	958
	3,103		1,177	159,607	56.79	43.21	959
				5,807	100.00		960
	96			24,359	68.82	31.18	962
				24,258	98.45	1.55	963
174,970	55,604			1,938,335	81.66	18.34	964
	2,140			26,635			965
9,000	39,452			138,905			966
	1,266			39,500	96.79	3.21	967
	149			1,953	92.37	7.63	968
	69	1,400		3,669	42.06	57.94	969
	72,000			1,796,220	73.86	26.14	970
	5,373			215,065	76.64	23.36	971
				176,585	36.86	63.14	972
	18,425		85,096	654,454	63.92	36.08	969
	53,145			1,495,166	74.71	25.29	973
				1,616	100.00		974
90,500	178,146		20,917	5,293,735	79.73	20.27	978
	188			4,943			980
				388			981
				4,500			982
	41,461	50,000		1,568,553	67.66	32.34	983
							985
	4,415			239,718	44.70	55.30	986

¹ "Interest on real estate mortgages."

GROUP IV.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
	Total—Group IV.....	<i>Dollars.</i> 16, 834, 636	<i>Dollars.</i> 15, 998	<i>Dollars.</i> 12, 175, 263	<i>Dollars.</i> 321, 272
	Charges against income from operation.	14, 702, 476		10, 386, 031	253, 272
	Charges against income from lease of road.	2,132,160	15,998	1,789,232	68,000
987	Aberd. & Rockfish R. R.....	533			169
988	Aberd. & W. End R. R.....	4, 889		3, 000	1, 243
990	Atl. & Danv. Ry.....	84, 060		61, 900	
991	Atl. & N. Car. R. R.....	33, 769		19, 500	
992	Atl. Coast Line Assn.....	1, 256, 154		893, 120	29, 990
1001	Wilm. & Weldon R. R.: ¹				
1002	Wilm., Col. & Aug. R. R.....	100,000		100,000	
1005	Col., Newb. & Laurens R. R.....	54, 687		42, 360	7, 404
171	Balt. & Ohio R. R. ²	142, 467			
	[Line south of Harpers Ferry, W. Va.]				
1007	Winch. & Pot. R. R.....	13,686	550	13,128	
1008	Winch. & Strasb. R. R.....				
1009	W. Va. & Pittsb. R. R.....	236, 416		204, 125	18, 069
1012	Blue Ridge R. R.....				
1017	Caldwell & Nn. R. R.....				
1019	Cape Fear & Yad. Vy. Ry.....	207, 854		³ 183, 240	
1020	S. Car. Pac. Ry.....	6,276		6,276	
1022	Car., Knoxv. & Wn. Ry.....	700			700
1023	Carthage R. R.....	1, 793			
1025	Charleston, Clendennin & Sutton R. R.....	76, 638		75, 000	
1027	Ches. & Ohio Ry. ⁴	2, 691, 902		2, 360, 378	50, 513
	[Line east of Huntington, W. Va.]				
1029	Chester & Lenoir N. G. R. R.....	42, 688		27, 417	
1032	Dry Fork R. R.....	7, 334		6, 000	
1033	E. Shore Term. Co.....				
1034	Farmv. & Powhatan R. R.....	26, 314		19, 200	3, 767
1035	Georget. & Wn. R. R.....	11, 235		10, 000	
1036	Glendon & Gulf R. R.....				
1037	Glenn Spgs. R. R.....	1, 100		510	136
1038	Greenwood, Anderson & Wn. Ry. ⁵	10, 269			4
1039	Car. Midl. Ry. ⁶	13, 892		6, 780	3, 935
1041	Hendersonv. & Brevard Ry. ⁷	9, 000		9, 000	
1051	Moore Co. R. R.....	543			367
1054	Norf. & Sn. R. R.....	52, 541		37, 500	
912	Norf. & Wn. R. R. ⁸	3, 419, 901		2, 777, 474	78, 774
	[Line south of Ohio Riv.]				
1055	Lynchb. & Durham R. R.....	117,244		100,600	6,741
1056	Roanoke & Sn. Ry.....	129,831		106,550	9,426
1058	Northamp. & Hertf. R. R.....	147			
1059	Ohio Riv. R. R.....	294, 533		234, 007	7, 799
1060	Huntington & Big Sandy R. R.....				
1061	Ravenswood, Spencer & Glenv. Ry.....	25, 264		20, 460	1, 971
1062	Ohio Riv. & Charleston Ry.....	17, 288			2, 095
1064	Pennsb. & Har. Ritchie Co. Ry.....	1, 090		840	
1066	Port Roy. & Aug. Ry.....	8, 408			2, 183
1067	Port Roy. & Wn. Car. Ry.....	174, 522		156, 100	
1069	Pot., Fredsb. & Piedmont R. R.....	12, 576		10, 431	887
1070	Powellton & Pocahontas Ry.....	6, 354			
1071	Ral. & Wn. Ry.: ⁹				
1072	Egypt Ry.....	6, 480		6, 480	
1074	Rich., Fredsb. & Pot. R. R.....	58, 334		56, 683	182
1075	Potomac R. R.....	7,303		7,303	
1076	Rich., Fredsb. & Pot. & Rich. & Petersb. R. R. Con. Co.	997	623		

¹ Files no report; inserted to show relation of road following.² Group figures assigned by this Office. See page 534, No. 171, for totals covering entire road.³ Not taken into Receiver's accounts.⁴ See page 534, No. 1027, for totals covering entire road.⁵ Report for period, January 15 to June 30, 1896.⁶ Report for period, July 1, 1895 to January 14, 1896.⁷ Report for eight months ending June 30, 1896.⁸ See page 534, No. 912, for totals covering entire road.⁹ Report not filed; inserted to show relation of road following.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			No.
Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total of operating expenses and fixed charges. Cols. 2+10	Proportion assignable to operation. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
2, 073, 218	1, 382, 606	27, 442	¹ 838, 837	47, 744, 724	-----	-----	
2, 033, 667	1, 279, 938	12, 345	¹ 737, 223	45, 612, 564	67. 77	32. 23	
39,551	102,668	15,097	101,614	2,132,160	-----	-----	
-----	294	-----	70	7, 735	93. 11	6. 89	987
-----	646	-----	-----	41, 394	88. 19	11. 81	988
-----	22, 160	-----	-----	489, 160	82. 81	17. 19	990
-----	6, 909	7, 360	-----	115, 686	70. 82	29. 18	991
189, 010	144, 034	-----	-----	4, 328, 439	70. 98	29. 02	992
-----	-----	-----	-----	100,000	-----	-----	1001
-----	4, 923	-----	-----	134, 955	59. 47	40. 53	1002
119, 234	7, 169	-----	16, 064	384, 634	62. 96	37. 04	1005
-----	-----	-----	8	13,686	-----	-----	171
-----	14, 222	-----	-----	412, 454	42. 67	57. 33	1007
-----	-----	-----	-----	30, 923	100. 00	-----	1008
-----	-----	-----	-----	3, 010	100. 00	-----	1009
6, 276	18, 338	-----	-----	675, 864	69. 26	30. 74	1012
-----	-----	-----	-----	6,276	-----	-----	1017
-----	-----	-----	-----	8, 472	91. 74	8. 26	1019
1, 440	353	-----	-----	12, 375	85. 51	14. 49	1020
-----	1, 638	-----	-----	103, 268	25. 79	74. 21	1022
6, 000	193, 635	4, 864	76, 512	7, 814, 696	65. 55	34. 45	1023
-----	3, 109	-----	12, 162	113, 385	62. 35	37. 65	1025
-----	1, 334	-----	-----	37, 196	80. 28	19. 72	1027
-----	-----	-----	-----	19, 345	100. 00	-----	1029
-----	3, 347	-----	-----	77, 938	66. 24	33. 76	1032
-----	1, 235	-----	-----	34, 601	67. 53	32. 47	1033
-----	-----	-----	-----	7, 975	100. 00	-----	1034
-----	333	121	-----	5, 210	78. 88	21. 12	1035
9, 222	43	-----	1, 000	25, 787	60. 18	39. 82	1036
-----	3, 177	-----	-----	38, 774	64. 17	35. 83	1037
-----	-----	-----	-----	14, 842	39. 36	60. 64	1038
-----	176	-----	-----	7, 360	92. 62	7. 38	1039
-----	11, 556	-----	² 3, 485	333, 028	84. 23	15. 77	1041
³ 7, 054	257, 376	-----	313, 331	10, 896, 745	68. 62	31. 38	1044
-----	9,903	-----	-----	117,244	-----	-----	1051
-----	13,855	-----	-----	129,831	-----	-----	1054
-----	147	-----	-----	7, 835	98. 12	1. 88	1055
22, 818	27, 995	-----	1, 914	957, 933	69. 25	30. 75	1058
-----	-----	-----	-----	-----	-----	-----	1059
-----	2, 803	-----	30	60, 827	58. 47	41. 53	1060
-----	15, 193	-----	-----	190, 603	90. 93	9. 07	1061
-----	250	-----	-----	5, 237	79. 19	20. 81	1062
-----	6, 225	-----	-----	267, 721	96. 86	3. 14	1064
-----	18, 422	-----	-----	553, 977	68. 50	31. 50	1066
-----	1, 258	-----	-----	27, 346	54. 02	45. 98	1067
6. 351	-----	-----	-----	24, 141	73. 68	26. 32	1069
-----	-----	-----	-----	-----	-----	-----	1070
-----	-----	-----	-----	9, 854	34. 24	65. 76	1071
1, 469	-----	-----	-----	555, 034	89. 49	10. 51	1072
-----	-----	-----	-----	7,303	-----	-----	1074
-----	374	-----	-----	997	-----	-----	1075
-----	-----	-----	-----	-----	-----	-----	1076

¹ Includes \$5,127, "interest on real estate mortgages."

² Includes \$1,482, "interest on real estate mortgages."

³ Credit item.

GROUP IV.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1077	Ripley & Mill Ck. Vy. Ry.....	3,481		3,000	
1303	Sav., Fla. & Wn. Ry.: ¹				
1082	Charleston & Sav. Ry.....	123,427		103,390	
1083	Ashley Riv. R. R.....	3,384	316	2,680	
1084	Green Pond, Walterb. & Branchv. Ry....	1,738		1,050	
1085	Seaboard & Roanoke R. R.....	353,650		² 166,400	4,296
1087	Roanoke & Tar Riv. R. R.....	15,600		15,600	
1088	Car. Cent. R. R.....	117,083		86,080	13,597
1089	Wilm. Ry. Brg. Co.....	11,995		11,995	
1090	Ral. & Gaston R. R.....	237,079		² 80,000	3,350
1092	Durham & Nn. Ry.....	10,579		9,000	
1093	{ Ga., Car. & Nn. Ry. (lessee)	300,440			
	{ Ga., Car. & Nn. Ry. (lessor)	309,758	778	268,000	40,980
1094	Seaboard Air Line Belt R. R.....	32,493	428	30,000	2,065
1095	Ral. & Aug. Air Line R. R.....	74,893		² 60,000	4,455
1098	S. Atl. & Ohio R. R.....	128,897		117,436	
1099	S. Car. & Ga. R. R.....	321,295		265,800	
1100	Southern Ry. ³	3,231,672		1,656,205	6,775
	[Line in Virginia and the Carolinas.]				
1101	Ashev. & Spartanb. R. R.....	53,193		40,000	
1102	Atlanta & Charl. Air Line Ry.....	381,500	4,000	377,500	
1103	North Carolina R. R.....	13,713	5,233		600
1104	Rich. & Mecklenb. R. R.....	22,867		18,900	
1105	{ State Univ. R. R. ⁴	164			
	{ State Univ. R. R. ⁵				
1106	Va. Midl. Ry.....	838,780		651,200	
1107	Frank. & Pittsylv. R. R.....	7,000		7,000	
1108	Danv. & Wn. Ry.....	56,657		52,600	
1109	Danv., Mocksv. & S. Wn. R. R.....	9,513			7,931
1103	Laurens Ry. ⁶				
1110	Suffolk & Car. Ry.....	9,428		8,400	
970	Tol. & Ohio Cent. Ry.: ⁷				
971	Kanawha & Mich. Ry. ⁸	71,722		54,708	787
	[Line south of Ohio Riv.]				
1112	Valley R. R. (of Va.).....	47,642		45,000	
1113	Warrenton R. R.....	728		590	
1114	Wash., Alex. & Mt. Vernon Ry. ⁹	4,042		3,167	61
1116	W. Va. Cent. & Pittsb. Ry.....	329,297		180,000	8,552
1117	Piedmont & Cumb. Ry.....	56,863	4,070	32,500	257
1118	W. Va. Nn. R. R.....	3,000		3,000	
1119	W. Va. Sn. Ry.....				
1120	Wheel. Brg. & Term. Ry.....	218,538		210,000	
1121	Wilm., Newbern & Norf. Ry.....	61,047		57,500	
1122	Wilm. Sea Coast R. R.....	1,712		1,200	
1123	Winifrede R. R.....	2,754			1,211

¹ Inserted to show relation of three roads following.² Excludes interest on equipment trust obligations, which is charged one-half to "car mileage" and one-half to "cost of equipment."³ See page 534, No. 1100, for totals covering entire road.⁴ Report for two months ending August 31, 1895.⁵ Report for ten months ending June 30, 1896.⁶ Report for six months ending December 31, 1895.⁷ Inserted to show relation of road following.⁸ See page 534, No. 971, for totals covering entire road.⁹ Report for period, May 24 to June 30, 1896.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			No.
Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total of operating expenses and fixed charges. Cols. 2+10	Proportion assignable to operation. $\frac{100 \times \text{Col. 2}}{\text{Col. 18.}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
	481			16,759	79.23	20.77	1077
							1303
	20,037			533,867	76.88	23.12	1082
	388			3,384			1083
	688			17,194	89.89	10.11	1084
16,250	27,179		139,525	894,506	60.47	39.53	1085
				15,600			1087
	16,906		500	520,233	77.49	22.51	1088
				11,995			1089
	14,856		138,873	611,654	61.24	38.76	1090
	1,579			64,791	83.67	16.33	1092
262,374	38,066			1,060,723	71.68	28.32	1093
				309,758			1094
				32,493			1095
	8,040		2,398	431,703	82.65	17.35	1096
	11,461			215,239	40.11	59.89	1098
	55,495			1,038,750	69.07	30.93	1099
1,310,282	249,365		¹ 9,045	9,477,257	65.90	34.10	1100
	13,193			53,193			1101
				381,500			1102
	5,112		2,768	13,713			1103
	3,843		124	22,867			1104
	164			164			1105
39,551	50,775		97,254	838,780			1106
				7,000			1107
	4,057			118,601	52.23	47.77	1108
	327		1,255	9,513			1109
				8,922	100.00		1103
	1,028			47,303	80.07	19.93	1110
							970
	16,227			263,541	72.78	27.22	971
	2,642			140,967	66.21	33.79	1112
	77		61	3,734	80.51	19.49	1113
	814			11,815	65.79	34.21	1114
89,992	28,500		22,253	816,154	59.65	40.35	1116
	4,734	15,097	205	56,863			1117
				8,909	66.33	33.67	1118
				31,315	100.00		1119
	8,538			270,573	19.23	80.77	1120
	3,547			133,945	54.41	45.59	1121
	512			17,373	90.15	9.85	1122
	1,543			20,977	86.87	13.13	1123

¹ Includes \$3,645, "interest on real estate mortgages."

GROUP V.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
	Total—Group V	Dollars. 32, 117, 506	Dollars. 16, 019	Dollars. 21, 017, 820	Dollars. 990, 362
	Charges against income from operation.	27, 272, 189		16, 601, 008	836, 165
	Charges against income from lease of road.	4,845,317	16,019	4,416,812	154,197
1125	Ala. & Vicksb. Ry	146, 211		123, 808	290
1126	Alb. & Nn. Ry. ¹	10, 000		10, 000	
1129	Ashl. Coal & Iron Ry.	30, 431		17, 080	5, 466
1130	Atlanta & W. Pt. R. R.	145, 737		73, 932	
1133	Atl., Suwannee Riv. & Gulf Ry.	11, 673		9, 000	590
1134	Aug. & Summerv. R. R.	1, 707		910	
1135	Aug. Sn. R. R.	5, 508			1, 476
1136	Beattyv. & Cumb. Gap R. R.	9, 600		9, 600	
1138	Birm. & Atl. R. R.	25, 902		24, 000	
1139	Birm., Selma & N. O. Ry.	988			
1134	Birm., Sheff. & Tenn. Riv. Ry. ²	49, 379		37, 187	
1140	Blue Ridge & Atl. R. R.	802			
1142	Bowden Lithia Spgs. S. Line R. R.				
1146	Bristol, Elizabethton & N. Car. Ry.				
1148	Burnside & Cumb. Riv. Ry.	900		900	
1149	Carrab., Tallah. & Ga. R. R.	39, 047		29, 893	
1151	Cent. of Ga. Ry. ³	1, 354, 836		1, 007, 333	
1152	Athens Belt Line R. R.	1,050	600	450	
1153	Aug. & Sav. R. R.	2,000	2,000		
1154	S. Wn. R. R. (of Ga.)				
1147	Mobile & Girard R. R. ⁴	10, 592			
1148	Montg. & Eufaula Ry. ⁵	6, 810			
1149	Sav. & Atl. R. R. ⁶	695			
1150	Sav. & Wn. R. R. ⁶	19, 897			
1145	Cent. R. R. & Bkg. Co. of Ga. ⁷	259, 323		81, 333	
1157	Chatt., Rome & Cols. R. R.	11, 814			
1158	Chatt. Sn. R. R. ⁸	499			
1155	Chatt. Sn. Ry. ⁹	104, 767		86, 400	11, 690
1159	Ches. & Nashv. Ry.	3, 342			
1027	Ches. & Ohio Ry. ¹⁰	912, 976		762, 726	23, 315
	[Line west of Huntington, W. Va.]				
1161	Ches., Ohio & S. Wn. R. R.	791, 119		649, 455	12, 225
1162	Hodgenv. & Elizabetht. Ry.	7, 601		7, 500	
1163	Owensboro, Falls of Rough & Green Riv. R. R.	35, 291		33, 443	
1164	Padu. Un. Depot Co.	7, 050		6, 000	
1165	S. Route Ry. Tr. Co.	32, 305		30, 000	
1166	Troy & Tiptonv. R. R.	2, 949		2, 760	
1167	Chickamauga & Durham R. R.	25, 056		24, 420	
1169	Cin., N. O. & Tex. Pac. Ry.	1, 188, 215		18, 549	2, 055
1170	Cin. Sn. Ry.	1,256,195	12,000	1,244,195	
1173	Cols. Sn. Ry.	54, 375		54, 375	
1174	Cov., Flemingsb. & Ashl. Ry.	389			
1177	Darien & Wn. R. R.	3, 000		3, 000	
1180	Dover & Statesboro R. R.	3, 889		3, 600	
1182	E. & W. R. R.	9, 737			
1184	E. Tenn. & Wn. N. Car. R. R.	17, 712		15, 000	22
1185	En. Ky. Ry.	7, 405			1, 060
1189	Fla. Cent. & Penin. R. R.	596, 575		491, 866	
1190	Fla. E. Coast Ry.	581, 235		47, 835	495, 750

¹ Report for ten months ending June 30, 1896. Reorganization of Alb., Fla. & Nn. Ry.² Report for five months ending November 30, 1895. Reorganized as Nn. Ala. Ry.³ Report for eight months ending June 30, 1896. Reorganization of Cent. R. R. & Bkg. Co. of Ga.⁴ Report for period, July 1, 1895 to March 14, 1896. Merged in Cent. of Ga. Ry.⁵ Report for seven months ending January 31, 1896. Merged in Cent. of Ga. Ry.⁶ Report for four months ending October 31, 1895. Merged in Cent. of Ga. Ry.⁷ Report for four months ending October 31, 1895. Reorganized as Cent. of Ga. Ry.⁸ Report for period, May 11 to June 30, 1896. Reorganization of Chatt. Sn. Ry.⁹ Report for period, July 1, 1895 to May 10, 1896. Reorganized as Chatt. Sn. R. R.¹⁰ See page 534, No. 1027, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	No.
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total of operating expenses and fixed charges. Cols. 2+10	Proportion assignable to operation. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
6,754,074	2,697,576	309,584	¹ 332,071	90,098,288	-----	-----	
6,753,469 605	2,471,467 226,109	309,584	¹ 300,496 31,575	85,252,971 4,845,317	68.01	31.99	
	20,400		1,713	539,057	72.88	27.12	1125
				41,026	75.62	24.38	1126
	7,885			109,063	72.09	27.91	1129
	17,399	54,406		466,395	68.75	31.25	1130
	2,083			36,338	67.88	32.12	1133
	797			45,643	96.26	3.74	1134
	4,032			51,404	89.28	10.72	1135
				19,855	51.65	48.35	1136
	1,902			50,500	49.20	50.80	1138
	988			20,382	95.15	4.85	1139
	12,192			113,643	56.55	43.45	1134
	802			9,655	91.69	8.31	1140
							1142
				8,222	100.00		1146
				6,316	85.75	14.25	1148
	9,154			93,383	58.19	41.81	1149
245,197	102,306			3,635,960	62.74	37.26	1151
				1,050			1152
				2,000			1153
							1154
	10,592			133,606	92.07	7.93	1147
	6,810			119,173	94.29	5.71	1148
	695			9,944	93.01	6.99	1149
	19,897			320,174	93.79	6.21	1150
155,640	22,350			1,007,910	74.27	25.73	1145
	11,814			229,492	94.85	5.15	1157
	118		381	8,321	94.01	5.99	1158
	6,677			174,181	39.85	60.15	1155
	2,832	510		40,175	91.68	8.32	1159
	89,374	2,246	35,315	2,645,554	65.48	34.52	1027
61,228	68,211			2,437,909	67.55	32.45	1161
	101			18,385	58.65	41.35	1162
	1,848			82,657	57.30	42.70	1163
	1,050			34,988	79.85	20.15	1164
	2,305			44,848	27.97	72.03	1165
	189			5,664	47.93	52.07	1166
	636			49,313	49.18	50.82	1167
1,012,000	106,500	49,111		3,700,901	67.89	32.11	1169
				1,256,195			1170
				146,644	62.92	37.08	1173
	389			11,156	96.51	3.49	1174
				24,643	87.83	12.17	1177
	289			11,572	66.39	33.61	1180
	9,129		608	98,185	90.08	9.92	1182
	2,690			54,891	67.74	32.26	1184
	2,612		3,733	42,724	82.67	17.33	1185
	95,754		8,955	2,186,349	72.72	27.28	1189
	37,650			1,101,079	47.20	52.80	1190

¹ Includes \$3,105, "interest on real estate mortgages."

GROUP V.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		Dollars.	Dollars.	Dollars.	Dollars.
1193	Ft. White & Sn. Ry. ¹				
1196	Gainesv. & Gulf Ry	3,646		2,880	
1197	Georgia R. R.	621,551		(²)	
1198	Ga. R. R. & Bkg. Co.	148,393		148,000	
1199	Gainesv., Jeff. & Sn. R. R.	26,413		24,800	
1200	Un. Pt. & White Plains R. R.	4,363		4,200	
1201	Wn. Ry. of Ala.	137,630		69,435	
1202	Ga. & Ala. Ry. ³	166,975		133,715	
1203	Abbeville & Waycross R. R. ⁴				
1206	Ga. Midl. Ry	67,472		61,935	
1207	Ga. Nn. Ry.	9,000		9,000	
1208	Ga. Sn. & Fla. Ry	209,140		179,200	
1210	Gulf & Chic. R. R.	1,429			
1213	Harriman & N. En. R. R. ⁵	9,000		9,000	
1214	Hartwell R. R.	443			
1218	Ill. Cent. R. R. ⁶	1,821,118			
	[Line south of Cairo, Ill.]				
1219	Cant., Aberd. & Nashv. R. R.	100,000		87,500	12,500
1220	Chic., St. L. & N. O. R. R.	1,249,022		1,217,840	
1221	Yazoo & Miss. Vy. R. R.	1,196,133		1,075,181	17,243
1223	Jacksonv. & Atl. Ry.	3,649		2,118	18
1225	Jacksonv., Tampa & Key W. Ry.	12,719		(⁷)	6,429
1226	Jacksonv. Term. Co.	33,540		25,000	7,099
1667	Kans. Cy., Ft. Scott & Memph. R. R.: ⁸				
1228	Kans. Cy., Memph. & Birm. R. R.	218,812		176,965	
1229	Ky. & Ind. Brg. Co.	114,008		99,285	4,500
1230	New Alb. Belt & Term. R. R.	20,108		18,000	130
1232	Ky. Nn. Ry. ⁹				
1236	Lexington & En. Ry.	61,592		50,000	
1238	Live Oak & Gulf Ry.				
1239	Lookout Incline Ry.	2,890			1,819
1240	Louisv. & Nashv. R. R. ¹⁰	6,948,888		4,274,884	
	[Line south of Ohio Riv.]				
1241	Ala. Minl. R. R.	139,506		126,000	
1242	Birm. Minl. R. R.	226,845		196,450	
1243	Elkton & Guthrie R. R.	2,064		1,750	
1244	Glasgow R. R.				
1245	Mobile & Montg. Ry	222,592		178,320	
1246	Nashv. & Dec. R. R.	171,165		147,000	
1247	Nashv., Flor. & Sheff. Ry.	153,233		104,800	41,003
1249	Owensboro & Nashv. Ry.	80,172		72,000	
1250	Shelby R. R.	2,873	218	1,500	
1251	S. & N. Ala. R. R.	705,520		555,782	98,420
1252	Sn. Div. Cumb. & Ohio R. R.	25,083		21,000	2,274
1253	W. Va., Pinev. & Tenn. R. R.	1,035	1,001		
1254	Hend. Brg. Co.	167,076		120,000	
1255	Nashv., Chatt. & St. L. Ry.	1,583,856		906,835	49,434
1283	Padu., Tenn. & Ala. R. R. ¹¹	60,663		56,409	
1284	Tenn. Midl. Ry. ¹¹	67,985		62,880	
1258	{Nn. Div. Cumb. & Ohio R. R. ¹²	9,355		8,750	
	{Nn. Div. Cumb. & Ohio R. R. ¹³	8,750		8,750	
1260	Louisv. Brg. Co.	21,206			
1261	Louisv., Henderson & St. L. Ry. ¹⁴	24,536			

¹ Report for period, March 30 to June 30, 1896.² Interest on equipment trust obligations included in principal.³ Report for period, August 15, 1895 to June 30, 1896. Reorganization of Sav., Amer. & Montg. Ry.⁴ Report for period, January 27 to June 30, 1896.⁵ Report for two months ending June 30, 1896. Reorganization of Harriman Coal & Iron R. R.⁶ See page 534, No. 1218, for totals covering entire road.⁷ \$133,665, interest on funded debt, charged to the corporation and not to the income account of Receiver.⁸ Inserted to show relation of road following.⁹ Report for five months ending June 30, 1896.¹⁰ See page 534, No. 1240, for totals covering entire road.¹¹ Report for period, July 1 to December 14, 1895. Merged in Louisv. & Nashv. R. R.¹² Report for period, July 1, 1895 to January 25, 1896.¹³ Report of Receiver for period, January 26 to June 30, 1896.¹⁴ Covers operations of Louisv., St. L. & Tex. Ry., under Receivership for eleven months ending May 31, 1896, and of Louisv., Henderson & St. L. Ry. for one month ending June 30, 1896.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			No.
Rents paid for lease of road.	Taxes.	Permanent improve- ments charged to income account.	Other deductions.	Total of operating ex- penses and fixed charges. Cols. 2+10	Proportion assignable to opera- tion. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Per cent.</i>	
	766			23,630	84.57	15.43	1193
600,000	21,551			1,668,985	62.76	37.24	1196
			393	148,393			1197
	1,613			70,106	62.32	37.68	1198
	163			7,958	45.18	54.82	1199
	23,901	44,294		505,469	72.77	27.23	1200
10,875	22,368		17	547,513	69.50	30.50	1201
				10,408	100.00		1202
	5,537			198,919	66.08	33.92	1203
				42,050	78.60	21.40	1206
	29,940			787,245	73.43	26.57	1207
	1,429			34,930	95.91	4.09	1208
				13,871	35.12	64.88	1210
	443			9,769	95.46	4.54	1213
1,649,222	171,896			6,191,484	70.59	29.41	1214
				100,000			1218
			31,182	1,249,022			1219
	103,709			3,430,759	65.13	34.87	1220
	1,513			15,939	77.11	22.89	1221
	4,165	1,085	1,040	322,679	96.06	3.94	1223
	1,441			112,755	70.26	29.74	1225
							1226
	41,847			1,142,855	80.86	19.14	1667
	5,936	4,167	120	216,026	47.22	52.78	1228
	1,978			26,438	23.94	76.06	1229
				926	100.00		1230
	10,200		1,392	217,231	71.65	28.35	1232
				9,853	100.00		1236
	1,071			20,156	85.66	14.34	1238
2,325,285	348,719			19,867,640	65.03	34.97	1239
							1240
	13,506			139,506			1241
	30,395			226,845			1242
	314			2,064			1243
							1244
	44,272			222,592			1245
	24,165			171,165			1246
	7,430			153,233			1247
	8,172			80,172			1249
	1,155			2,873			1250
	51,318			705,520			1251
	1,809			25,083			1252
	34			1,035			1253
			47,076	186,716	10.52	89.48	1254
497,912	129,675			4,900,167	67.68	32.32	1255
	4,254			135,827	55.34	44.66	1283
	5,105			155,784	56.36	43.64	1284
605				9,355			1258
				21,284	58.89	41.11	1258
	21,206			173,386	87.77	12.23	1260
	14,417	10,119		379,109	93.53	6.47	1261

GROUP V.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		Dollars.	Dollars.	Dollars.	Dollars.
1203	Macon & Birm. R. R. ¹	83,277		72,750	1,435
1262	Macon & Birm. Ry. ²				
1257	Macon & Nn. Ry. ³				
1263	Macon, Dublin & Sav. R. R.	1,552			
1264	Mammoth Cave R. R. ⁴				
1264	Mammoth Cave R. R. ⁵	6,000		6,000	
1265	Mari. & N. Ga. Ry.	9,950		9,950	
1267	Memph. & Charleston R. R.	480,530		⁶ 376,680	43,400
1269	Middle Ga. & Atl. Ry.	2,468			
1270	Eatonton Brh. R. R.	8,400		8,400	
1275	Mobile & Birm. R. R.	45,034		⁷ 30,000	
1276	Mobile & Ohio R. R. ⁸	1,069,880		863,666	
	[Line south of Cairo, Ill.]				
1278	Morri-t. & Cumb. Gap R. R.				
1279	Moss Pt. & Pascagoula R. R.				
1280	Nashv. & Knoxv. R. R.	68,357		61,290	
1282	N. O. & N. En. R. R.	414,010		380,010	
1285	Nn. Ala. Ry. ⁹	9,110		3,450	660
1286	Oconee & Wn. R. R.	18,000		18,000	
1288	Ohio Vy. Ry.	24,567			
1294	Ports. & Tygart Vy. R. R.				
1296	Rich., Nicholasv., Irvine & Beattyv. R. R.	155,319		142,500	7,410
1303	Sav., Fla. & Wn. Ry.	906,292		759,440	26,651
1304	Abbeville Sn. Ry.	9,948		8,050	
1305	Ala. Midl. Ry.	268,186		170,000	68,819
1306	Bruns. & Wn. R. R.	161,280		120,000	26,706
1307	Fla. Sn. R. R.	250,929		148,435	7,283
1309	Sanford & St. Petersb. R. R.	14,233			5,939
1310	Silver Spgs., Ocala & Gulf R. R.	52,981		44,800	969
1311	Tampa & Thonotosassa R. R.	1,428			511
1312	Winston & Bone Vy. R. R.	1,040			
1100	Southern Ry. ¹⁰	2,615,218		2,087,100	5,771
	[Line west of Virginia and the Caro- linas.]				
1317	Elberton Air Line R. R.	12,817		10,500	
1318	Knoxv. & Ohio R. R.	120,000		120,000	
1319	Roswell R. R.	2,717		2,450	
1320	Sn. Ry. in Ky.	160,504		150,000	
1321	Sn. Ry. in Miss.	40,451		10,000	
1322	Watauga R. R.	200	200		
1323	Ala. Gt. Sn. R. R.	441,560		¹¹ 261,310	
1324	Belt Ry. of Chatt. ¹²	4,125		4,125	
1228	Knoxv., Cumb. Gap & Louisv. R. R. ¹³				
1325	Knoxv., Cumb. Gap & Louisv. Ry. ¹⁴				
1330	Talbotton R. R.	1,922		1,500	
1337	Tifton & N. En. R. R. ¹⁵	1,000		1,000	
1338	Tuskegee R. R.	499			
1339	Valdosta Sn. Ry.	600		600	
1343	Wrightsv. & Tennille R. R.	5,089		2,100	

¹ Report for nine months ending March 31, 1896. Reorganized as Macon & Birm. Ry.² Report for three months ending June 30, 1896. Reorganization of Macon & Birm. R. R.³ Report for period, July 1 to December 21, 1895. Merged in Cent. of Ga. Ry.⁴ Report for period, July 1 to August 11, 1895.⁵ Report of Receiver for period, August 12, 1895 to June 30, 1896.⁶ Excludes \$2,159, interest on equipment trust obligations included in principal.⁷ Excludes \$360, interest on equipment trust obligations.⁸ See page 534, No. 1276, for totals covering entire road.⁹ Report for seven months ending June 30, 1896. Reorganization of Birm., Sheff. & Tenn. Riv. Ry.¹⁰ See page 534, No. 1100, for totals covering entire road.¹¹ Excludes \$9,874, interest on equipment trust obligations charged to "car mileage."¹² Report for period, September 28, 1895 to June 30, 1896. Reorganization of Chatt. Un. Ry.¹³ Report for period, July 1 to December 17, 1895.¹⁴ Report for period, December 18, 1895 to June 30, 1896. Reorganization of Knoxv., Cumb. Gap & Louisv. R. R.¹⁵ Report for six months ending June 30, 1896.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improve- ments charged to income account.	Other deductions.	Total of operating ex- penses and fixed charges. Cols. 2+10	Proportion assignable to opera- tion. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	No.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
			9,092	142,709	41.64	58.36	1203
				14,534	100.00		1262
				44,700	100.00		1257
	1,552			46,109	96.63	3.37	1263
				9,756	38.50	61.50	1264
				249,078	96.01	3.99	1265
	60,450			1,472,515	67.37	32.63	1267
	2,468			50,405	95.10	4.90	1269
				8,400			1270
	15,034			289,886	84.47	15.53	1275
	62,358	143,646	210	2,636,817	59.43	40.57	1276
				17,029	100.00		1278
				7,001	100.00		1279
	7,067			130,438	47.60	52.40	1280
	34,000			1,423,667	70.92	29.08	1282
	5,000			85,348	89.32	10.68	1285
				52,324	65.60	34.40	1286
12,040	10,527		2,000	276,159	91.10	8.90	1288
				6,003	100.00		1294
	4,309		1,100	208,692	25.57	74.43	1296
	120,201			3,423,628	73.52	26.48	1303
	1,898			25,598	61.14	38.86	1304
	29,367			789,729	66.04	33.96	1305
	14,574			582,619	72.32	27.68	1306
	19,157		76,054	580,515	56.78	43.22	1307
	8,294			130,438	89.09	10.91	1309
	7,212			146,382	63.81	36.19	1310
	917			8,508	83.22	16.78	1311
	1,040			31,242	96.67	3.33	1312
179,945	334,697		¹ 7,705	9,178,465	71.51	28.49	1100
	2,317			12,817			1317
				120,000			1318
	267			2,717			1319
	10,504			160,504			1320
	30,451			40,451			1321
				200			1322
4,125	72,140		103,985	1,484,030	70.25	29.75	1323
				4,125			1324
				89,947	100.00		1228
				92,624	100.00		1325
	422			8,863	78.31	21.69	1330
				5,593	82.12	17.88	1337
	499			8,713	94.27	5.73	1338
				5,420	88.93	11.07	1339
	2,989			62,280	91.83	8.17	1343

¹ Includes \$3,105, "interest on real estate mortgages."

GROUP VI.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		Dollars.	Dollars.	Dollars.	Dollars.
	Total—Group VI.....	75,566,361	51,769	50,932,788	1,201,275
	Charges against income from operation.	68,534,351		44,431,393	1,164,194
	Charges against income from lease of road.	7,032,010	51,769	6,501,395	37,081
1345	Abbotsf. & N. En. R. R.....	6,796		6,720	
1346	Ahnapee & Wn. Ry.....	21,570		21,400	
1347	Ames & College Ry.....	52			
1349	Atch., Top. & S. Fe Ry. ¹	689,607		329,524	
	[Line east of Kansas City, Mo.]				
171	Balt. & Ohio R. R.: ²				
741	Balt. & Ohio S. Wn. Ry. ³	846,312		712,259	
	[Line west of Vincennes, Ind.]				
1350	Belt Ry. of Chic.....	203,529			
1351	Big Falls Ry.....	105			30
1352	Boone Vy. Coal & Ry. Co.....	540		540	
1353	Brainerd & Nn. Minn. Ry.....	11,519			7,080
1354	Burl., Cedar Rap. & Nn. Ry.....	1,014,624		813,513	
1359	Wav. S. Line Ry.....				
66	Canadian Pac. Ry.: ⁴				
1360	Duluth, S. Shore & Atl. Ry.....	928,803		863,155	27,794
1362	Minl. Range R. R.....	27,418		17,025	7,532
1363	Hancock & Calumet R. R.....	21,040		16,250	
1364	Minneap., St. P. & S. S. Marie Ry.....	1,298,744		1,160,325	41,740
1365	Centralia & Chester R. R.....	50,190		43,800	
1367	Chic. & Alt. R. R.....	1,345,452		559,721	
1368	Joliet & Chic. R. R.....	750	750		
1369	Kans. Cy., St. L. & Chic. R. R. ⁵	72,704	716	71,988	
	[Line east of Missouri Riv.]				
1370	La. & Mo. Riv. R. R.....				
1373	Chic. & En. Ill. R. R.....	1,389,100		961,710	7,285
1374	Chic. & Wn. Ind. R. R.....	826,964		663,630	
1375	Evansv., T. Haute & Chic. Ry.....	75,000		75,000	
1376	Ind. Block Coal R. R.....	11,093	500	10,500	
1377	Chic. & Ill. Sn. Ry.....				
1378	Chic. & Nn. Pac. R. R.....	227,812		⁶ 52,200	
1379	Chic. & N. Wn. Ry.....	8,409,141		⁷ 7,046,201	
1381	Oshkosh Transp. Co.....	2,371	2,307		
1383	St. P. En. Gr. Trunk Ry.....	67,200		67,200	
1385	Sioux Cy. & Pac. R. R.....	212,049		195,379	
1386	Chic. & Tex. R. R.....	66,738		58,088	
1387	Chic., Burl. & Quin. R. R. ⁸	3,532,849		2,611,609	
	[Line east of Missouri Riv.]				
1388	Quin., Alt. & St. L. Ry.....	42,000		42,000	
1389	Burl. & N. Wn. Ry.....	25,175		16,990	6,479
1390	Burl. & Wn. Ry.....	51,375		42,308	6,855
1391	Chic., Burl. & Kans. Cy. Ry.....	69,835		49,200	
1392	Chic., Burl. & Nn. R. R. of Wis. and Minn.	787,714		680,950	
1394	Hann. & St. Jos. R. R.....	1,017,183		483,000	
1395	Quin. R. R. Brg. Co.....				
1396	Kans. Cy., St. Jos. & Coun. Bluffs R. R.....	497,611		415,088	
1897	Leav., Term. Ry. & Brg. Co.....	40,719	2,520	30,000	635
1398	St. L., Keokuk & N. Wn. R. R.....	781,457		609,000	99,863
1400	Chic., Ft. Mad. & Des M. Ry.....	69,397		65,650	
1401	Chic. Gt. Wn. Ry.....	424,464		235,130	45,334
1404	Chic., Io. & Dak. Ry.....	13,975		9,840	2,640

¹ Covers operations of Atch., Top. & S. Fe R. R., under Receivership, for six months ending December 31, 1895, and of Atch., Top. & S. Fe Ry. for six months ending June 30, 1896. Group figures assigned by this Office. See page 534, No. 1349, for totals covering entire road.

² Inserted to show relation of road following.

³ See page 534, No. 741, for totals covering entire road.

⁴ Inserted to show relation of four roads following.

⁵ Group figures assigned by this Office. See page 534, No. 1369, for totals covering entire road.

⁶ Amount paid by Receiver.

⁷ Includes interest on bonds of proprietary companies.

⁸ Group figures assigned by this Office. See page 534, No. 1387, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total of operating expenses and fixed charges. Cols. 2+10	Proportion assignable to operation. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	No.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
9,240,325	8,868,810	1,268,192	¹ 4,003,202	217,717,443	.....	.....	
9,091,569	8,783,409	1,254,325	¹ 3,809,461	210,685,433	67.47	32.53	
148,756	85,401	13,867	193,741	7,032,010	.....	.....	
.....	76	.....	.....	15,865	57.16	42.84	1345
.....	170	.....	.....	35,691	39.56	60.44	1346
.....	52	.....	.....	4,743	89.91	1.10	1347
.....	263,017	.....	97,066	2,978,186	76.84	23.16	1349
.....	110,053	.....	24,000	2,561,642	66.96	33.04	171
140,538	62,991	.....	.....	602,775	66.23	33.77	1350
.....	75	.....	.....	4,385	97.61	2.39	1351
.....	1,925	.....	2,514	13,201	95.91	4.09	1352
11,667	127,247	62,197	.....	172,879	93.34	6.66	1353
.....	.....	.....	.....	4,142,368	75.50	24.50	1354
.....	.....	.....	.....	.....	.....	.....	1359
.....	37,854	.....	.....	2,131,649	56.42	43.58	66
.....	2,861	.....	.....	85,934	68.10	31.90	1360
.....	4,790	.....	.....	125,808	83.28	16.72	1362
.....	96,679	.....	.....	3,631,215	64.24	35.76	1363
.....	5,909	.....	481	99,121	49.37	50.63	1364
458,340	295,310	32,081	.....	5,865,339	77.06	22.94	1365
.....	.....	.....	.....	750	.....	.....	1366
.....	.....	.....	.....	72,704	.....	.....	1367
.....	.....	.....	.....	.....	.....	.....	1368
234,478	185,627	.....	.....	3,637,361	61.81	38.19	1369
.....	.....	.....	163,334	826,964	.....	.....	1370
.....	.....	.....	.....	75,000	.....	.....	1373
.....	.....	.....	93	11,093	.....	.....	1374
.....	147,612	.....	² 28,000	456,597	50.10	49.90	1375
14,762	1,085,120	.....	263,058	29,341,345	71.34	28.66	1376
.....	64	.....	.....	2,371	.....	.....	1377
.....	.....	.....	.....	67,200	.....	.....	1378
.....	16,670	.....	.....	512,472	58.62	41.38	1379
.....	5,564	.....	3,086	201,125	66.82	33.18	1381
42,000	664,406	.....	214,834	13,516,776	73.86	26.14	1383
.....	.....	.....	.....	42,000	.....	.....	1385
.....	1,706	.....	.....	67,762	62.85	37.15	1386
.....	2,212	.....	.....	132,568	61.25	38.75	1387
6,773	13,681	.....	181	316,611	77.94	22.06	1388
.....	83,192	.....	23,572	2,428,971	67.58	32.42	1389
6,157	37,501	.....	490,525	2,606,814	60.98	39.02	1390
.....	.....	.....	.....	.....	.....	.....	1391
40,200	42,323	.....	.....	1,567,848	68.26	31.74	1392
.....	2,869	.....	4,695	40,719	.....	.....	1395
34,361	38,233	.....	.....	1,864,751	58.09	41.91	1396
.....	3,747	.....	.....	129,852	46.56	53.44	1397
.....	144,000	.....	.....	4,077,336	89.59	10.41	1398
.....	1,495	.....	.....	38,977	64.14	35.86	1400

¹ Includes \$28,000, "interest on real estate mortgages."

² "Interest on real estate mortgages."

GROUP VI.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		Dollars.	Dollars.	Dollars.	Dollars.
1405	Chic., L. Shore & En. Ry.....	668,869		¹ 121,800	6,360
1406	Calumet & Blue I. Ry.....			(2)	
1407	Chic. & Kenosha Ry.....			(2)	
1408	Chic. & S. En. Ry. (of Ill.).....			(2)	
1409	Joliet & Blue I. Ry.....			(2)	
1410	Milw., Bay V. & Chic. R. R.....			(2)	
1411	Chic., Milw. & St. P. Ry.....	8,751,572		7,611,928	
1413	Chic., Padu. & Memph. R. R.....	96,210		78,750	
1414	Chic., Peoria & St. L. R. R. ³	72,989		⁴ 40,633	19,856
1400	Chic., Peoria & St. L. Ry. ⁵	31,297			831
1415	Chic., Rock I. & Pac. Ry. ⁶	2,435,924		1,363,753	
	[Line east of Missouri Riv.]				
1416	Des M. & Ft. Dodge R. R.....	106,015	1,135	104,880	
1417	Keokuk & Des M. Ry.....	137,591	91	137,500	
1418	Peoria & Bureau Vy. R. R.....	1,286	1,286		
1419	Chic., St. P., Minneap. & Om. Ry. ⁷	1,456,785		1,170,640	
	[Line east of Missouri Riv.]				
1421	Chippewa Riv. & Menomonie Ry.....	163			
789	Clev., Cin., Chic. & St. L. Ry. ⁸	824,537		685,164	15,413
	[Line west of Terre Haute, Ind.]				
1422	Kank. & Seneca Ry.....	47,605		39,000	
798	Peoria & En. Ry. ⁹	193,623		157,715	
	[Line west of Danville, Ill.]				
1424	Crooked Ck. R. R. & Coal Co.....	1,410			
1426	Des M. Nn. & Wn. R. R.....	127,166		116,688	518
1427	Des M. Un. Ry.....	28,903		28,450	453
1428	Drummond & S. Wn. Ry.....	3,000		3,000	
1429	Duluth & Iron Range R. R.....	657,745		573,292	
1430	Duluth & Winnipeg R. R.....	105,168		100,000	
1432	Duluth, Missabe & Nn. Ry.....	1,320,622		¹⁰ 286,000	
1433	Duluth, Miss. Riv. & Nn. R. R.....	34,704		33,250	
1434	Duluth, Red Wing & Sn. R. R.....	20,042		17,325	
1436	E. St. L. Con. Ry.....	47,688			30,545
1437	Elgin, Joliet & En. Ry.....	424,158		339,729	15,232
1440	Fulton Co. N. G. Ry.....	37,367		33,880	62
1442	Gt. Nn. Ry. ¹¹	3,686,566		377,160	
	[Line east of Minot, N. Dak.]				
1443	St. P., Minneap. & Manit. Ry. ¹²	2,203,799	3,791	2,200,008	
	[Line east of Minot, N. Dak.]				
1444	Duluth, Watert. & Pac. Ry.....	87,613		82,500	
1445	En. Ry. of Minn.....	375,192		235,000	
1446	Duluth Term. Ry.....	10,500		10,500	
1447	Willmar & Sioux Falls Ry.....	200,651		181,250	
1448	Green Bay & Wn. R. R. ¹³				
1439	Green Bay, Win. & St. P. R. R. ¹⁴	161,994		153,288	
1440	Green Bay, Stev. Pt. & Nn. R. R. ¹⁵	4,114		4,114	
1449	Iola & Nn. R. R.....				
1451	Hann. Un. Depot Co.....	8,839		3,840	
1452	Hazelhurst & S. En. Ry. ¹⁶				
1445	Humeston & Shen. R. R. ¹⁷	205,208		187,880	900

¹ Figures cover the "interest on funded debt" of the five roads following.² See note 1.³ Report for five months ending June 30, 1896. Reorganization of Chic., Peoria & St. L. Ry.⁴ Excludes \$8,127, charged to "cost of road."⁵ Report for seven months ending January 31, 1896. Reorganized as Chic., Peoria & St. L. R. R.⁶ Group figures assigned by this Office. See page 534, No. 1415, for totals covering entire road.⁷ Group figures assigned by this Office. See page 534, No. 1419, for totals covering entire road.⁸ See page 534, No. 789, for totals covering entire road.⁹ See page 534, No. 798, for totals covering entire road.¹⁰ Excludes \$25,083, interest on equipment trust obligations charged to "cost of equipment."¹¹ Group figures assigned by this Office. See page 534, No. 1442, for totals covering entire road.¹² Group figures assigned by this Office. See page 534, No. 1443, for totals covering entire road.¹³ Report for period, June 10 to June 30, 1896. Reorganization of Green Bay, Win. & St. P. R. R.¹⁴ Report for period, July 1, 1895 to June 9, 1896. Reorganized as Green Bay & Wn. R. R.¹⁵ Report for period, July 1, 1895 to June 9, 1896. Consolidated into Green Bay & Wn. R. R.¹⁶ Report for five months ending June 30, 1896.¹⁷ Report for ten months ending April 30, 1896. Merged in Chic., Burl. & Quin. R. R.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			No.
Rents paid for lease of road.	Taxes.	Permanent improve- ments charged to income account.	Other deductions.	Total of operating ex- penses and fixed charges. Cols. 2+10	Proportion assignable to opera- tion. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Per cent.</i>	
	40,709		500,000	1,675,811	60.09	39.91	1405
							1406
							1407
							1408
							1409
							1410
	1,082,084		57,560	27,551,624	68.24	31.76	1411
	11,377		6,083	175,395	45.15	54.85	1413
	12,500			365,142	80.01	19.99	1414
13,000	16,421		1,045	489,393	93.60	6.40	1400
407,023	664,937		211	9,976,470	75.59	24.41	1415
				106,015			1416
				137,591			1417
				1,286			1418
	286,145			6,017,927	75.79	24.21	1419
	163			11,554	98.59	1.41	1421
	123,960			3,423,584	75.92	24.08	789
	8,605			109,835	56.66	43.34	1422
	31,236	4,672		710,719	72.76	27.24	798
	1,410			16,202	91.30	8.70	1424
	9,960			409,978	68.98	31.02	1426
				129,855	77.74	22.26	1427
				11,345	73.56	26.44	1428
	69,659	14,794		1,741,865	62.24	37.76	1429
	5,168			309,428	66.00	34.00	1430
	27,549	656,353	350,720	1,901,967	30.56	69.44	1432
	1,454			125,735	72.40	27.60	1433
	1,465		1,252	73,522	72.74	27.26	1434
	5,000		12,143	176,052	72.90	27.10	1436
14,564	54,633			1,215,831	65.11	34.89	1437
	3,410		15	83,647	55.33	44.67	1440
2,949,936	359,470			8,736,971	57.80	42.20	1442
				2,203,799			1443
	5,113			127,947	31.52	68.48	1444
87,533	52,659			1,237,558	69.68	30.32	1445
				27,658	62.03	37.97	1446
	19,401			471,128	57.41	42.59	1447
				17,955	100.00		1448
4,614	2,898	1,194		472,981	65.76	34.24	1439
				4,114			1440
				4,754	100.00		1449
	999		4,000	23,246	61.97	38.03	1451
				4,314	100.00		1452
8,333	8,095			305,389	32.80	67.20	1445

GROUP VI.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1218	Ill. Cent. R. R. ¹	6, 026, 401		2, 957, 809	435, 514
	[Line north of Cairo, Ill.]				
1455	Blue I. R. R.	5,000		5,000	
1456	Chic. & Springf. R. R.				
1457	Chic., Havana & Wn. R. R.	136,028		125,000	11,028
1458	Chic., Mad. & Nn. R. R.	343,500		343,500	
1459	Dubq. & Sioux Cy. R. R.	496,673		392,500	
1451	Cedar Falls & Minn. R. R. ²	101,263	860	88,357	12,046
1460	Kank. & S. Wn. R. R.				
1461	Rantoul R. R.	51,139		50,000	1,139
1462	St. L., Alt. & T. Haute R. R. ³	461, 462		122, 187	
1463	Bellev. & Carondelet R. R.	33,796		29,100	
1464	Bellev. & Eldo. R. R.	35,200		35,200	
1465	Bellev. & Sn. Ill. R. R.	84,189	4,349	79,840	
1466	Chic., St. L. & Padu. Ry.	50,503	503	50,000	
1467	St. L. Sn. R. R.	57,881	529	47,300	52
1468	Carb. & Shawneet. R. R.	10,000		10,000	
1469	S. Chic. R. R.	10,000		10,000	
1470	Ill. Term. R. R.				
839	Ind., Dec. & Wn. Ry. ⁴	70, 944		22, 800	
	[Line in Illinois.]				
840	Ind., Ill. & Io. R. R. ⁵	51, 539		34, 540	
	[Line in Illinois.]				
1471	Io. Cent. Ry.	499, 971		318, 767	2, 653
1472	Keithsburg Brg. Co.	35,460		35,460	
1473	Albia & Centerv. Ry.	3, 713			
1474	Io. Nn. Ry.	3, 603		3, 000	
1476	Jacksonv., Louisv. & St. L. Ry.	20, 316			6, 752
1479	Kans. Cy. & Atl. R. R.	34, 796		31, 335	2, 250
1480	Keokuk & Ham. Brg. Co.	27, 166			
1481	Keokuk & Wn. R. R.	58, 550		16, 500	19, 650
1482	{Des M. & Kans. Cy. Ry. ⁶	3, 148			
	{Des M. & Kans. Cy. Ry. ⁷	51, 946		19, 650	
1483	Kewaunee, Green Bay & Wn. R. R.	21, 073		18, 900	1, 741
1484	Kickapoo Vy. & Nn. Ry.	30, 000		30, 000	
1487	L. Sup. Term. & Tr. Ry.	11, 479		11, 400	
1488	La Salle & Bureau Co. R. R.	884			
1489	Litchf., Carrollton & Wn. R. R.	3, 794			
1240	Louisv. & Nashv. R. R. ⁸	366, 781		307, 366	
	[Line north of Ohio Riv.]				
1491	Manistique Ry.	8, 786			7, 536
1492	Marinette, Tomahawk & Wn. Ry. ⁹				
1493	Marshf. & S. En. Ry. ¹⁰				
1494	Mason Cy. & Ft. Dodge R. R.	89, 660		82, 800	
1496	Milw. & Sup. Ry.	11, 770			11, 770
1497	Minneap. & St. L. R. R.	647, 278		580, 540	
1498	Wis., Minn. & Pac. R. R.	12, 065			
1499	Minneap. En. Ry.	12, 046		10, 500	
1501	Minneap. Un. Ry.	164, 505		161, 500	
1276	Mobile & Ohio R. R. ¹¹	233, 714			
	[Line north of Cairo, Ill.]				
1505	St. L. & Cairo R. R.	165,000	5,000	160,000	
1506	Munising Ry.				

¹ See page 534, No. 1218, for totals covering entire road.² Report for eleven months ending May 31, 1896. Merged in Dubq. & Sioux Cy. R. R.³ Operating report for three months ending September 30, 1895, and financial report for nine months ending June 30, 1896, combined.⁴ See page 534, No. 839, for totals covering entire road.⁵ See page 534, No. 840, for totals covering entire road.⁶ Report for period, July 1 to December 4, 1895.⁷ Report for period, December 5, 1895 to June 30, 1896.⁸ See page 534, No. 1240, for totals covering entire road.⁹ Report for six months ending June 30, 1896.¹⁰ Report for period, February 20 to June 30, 1896. Reorganization of Port Edw., Centralia & Nn. Ry.¹¹ See page 534, No. 1276, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improve- ments charged to income account.	Other deductions.	Total of operating ex- penses and fixed charges. Cols. 2+10	Proportion assignable to opera- tion. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	No.
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Per cent.</i>	
1,241,274	879,462		512,342	15,494,831	61.10	38.90	1218
				5,000			1455
				136,028			1456
				343,500			1457
103,923			250	496,673			1458
				101,263			1459
							1451
				51,139			1460
317,524	12,000		¹ 9,751	636,627	27.51	72.49	1461
			4,696	33,796			1462
				35,200			1463
				84,189			1464
				50,503			1465
10,000				57,881			1466
				10,000			1467
				10,000			1468
				4,155	100.00		1469
	17,200		30,944	233,141	69.57	30.43	1470
							839
1,140	15,859			310,481	83.40	16.60	840
35,460	62,870	80,221		1,675,724	70.16	29.84	1471
				35,460			1472
	1,247	2,466		32,284	88.50	11.50	1473
	603			14,194	74.62	25.38	1474
	13,564			180,238	88.73	11.27	1476
	1,211			56,264	38.17	61.83	1479
	6,884		20,282	39,905	31.93	68.07	1480
	14,359	8,041		300,724	80.53	19.47	1481
	2,171	977		37,298	91.56	8.44	1482
	49	32,247		96,643	46.25	53.75	1483
	432			52,267	59.68	40.31	1484
				50,643	40.76	59.24	1487
	79			81,177	85.86	14.14	1488
	884			10,464	91.55	8.45	1489
	2,536		1,258	60,349	93.71	6.29	1240
	59,415			1,195,413	69.32	30.68	1491
							1492
	1,250			75,938	88.43	11.57	1493
				2,739	100.00		1494
				4,241	100.00		1496
	6,860			183,599	51.17	48.83	1497
				30,378	61.25	38.75	1498
	66,738			1,833,873	64.71	35.29	1499
	12,065			228,127	94.71	5.29	1501
	1,546			39,577	69.56	30.44	1276
	3,005			212,053	22.42	77.58	1505
196,749	36,965			892,656	73.81	26.19	1506
				165,000			

¹ "Salaries and maintenance of organization."

GROUP VI.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1508	Nn. Pac. R. R. ¹ [Line east of Montana.]	5, 802, 842		3, 402, 153	131, 918
1509	Duluth & Mant. R. R.....	186,060		186,060	
1512	James Riv. Vy. R. R.....	57,780		57,780	
1516	Little Falls & Sn. R. R.....				
1519	St. P. & Nn. Pac. Ry.....	543,272	6,088	509,580	
1522	Chic. & Calumet Term. Ry.....	334, 613		300, 000	1, 861
1523	N. Wn. Coal Ry.....	41, 520		40, 531	
1524	Om. & St. L. Ry.....	26, 502			8, 600
1525	Pawnee R. R.....	3, 599		2, 160	1, 022
1527	Peoria & Pekin Un. Ry.....	244, 278		157, 155	
1528	Peoria, Dec. & Evansv. Ry.....	426, 950		² 276, 545	49, 162
1529	Port Arthur, Duluth & Wn. Ry. of Minn....	6,000		6,000	
1531	Quin., Om. & Kans. Cy. Ry. ³	24, 276		⁴ 6, 250	
1532	Rice L., Dallas & Menomonie Ry.....	3, 600		3, 600	
1533	Rock I. & Peoria Ry.....	85, 000		42, 000	
1534	Rockp., Lang. & Nn. Ry.....	1, 623		1, 500	
1536	St. Jos. Term. R. R.....	25, 284		17, 500	
1537	St. Jos. Un. Depot Co.....	5, 670		5, 670	
1538	St. L. & En. Ry.....	9, 100		9, 100	
1539	St. L. & Peoria R. R.....				
1541	St. L. & Hann. Ry.....	34, 479		26, 600	
1542	St. L., Bellev. & Sn. Ry.....	25, 000		25, 000	
1543	St. L., Chic. & St. P. R. R.....	101, 971		75, 000	10, 938
1544	St. L., Indpls. & En. R. R.....	70, 441		41, 930	6, 894
1545	St. P. & Duluth R. R.....	343, 291		150, 000	
1546	Duluth S. Line Ry.....	25,000		25,000	
1548	St. Cloud, Grantsb. & Ashl. R. R.....				
1549	Stillwater & St. P. R. R.....	14,893		14,893	
1550	Taylor's Falls & L. Sup. R. R.....	12,600		12,600	
1551	St. P. Un. Depot Co.....	22, 397		22, 397	
1552	S. S. Marie Brg. Co. ⁵	54, 311		45, 000	
1553	Sioux Cy. & Nn. R. R.....	109, 617		96, 000	
1560	Tabor & Nn. Ry.....	3, 809		2, 604	1, 071
964	T. Haute & Indpls. R. R. ⁶ [Line in Illinois.]	637, 122			
1561	(E. St. L. & Carondelet Ry. (lessee)..... (E. St. L. & Carondelet Ry. (lessor).....	3, 650 14,000		14,000	
1562	St. L., Van. & T. Haute R. R.....	397,813	2,832	314,930	
1563	T. Haute & Peoria R. R.....	153,016	1,155	107,675	
1564	Tol., Peoria & Wn. Ry.....	253, 550		211, 701	
973	Tol., St. L. & Kans. Cy. R. R. ⁷ [Line in Illinois.]	251, 883		215, 028	
978	Wabash R. R. ⁸ [Line west of Danville, Ill.]	2, 244, 157		1, 861, 723	
1570	La. & Pike Co. R. R.....				
1572	Wabash, Chester & Wn. R. R.....	40, 476		34, 500	
1574	Waukegan & Miss. Vy. Ry.....	352			
1576	Win. & Wn. Ry.....	132, 454		86, 250	
1577	Win. Brg. Ry.....	19, 583		19, 200	
1578	Wis. & Chippewa Ry.....	63			
1579	Wis. & Mich. Ry.....	45, 500		45, 500	
1580	Wis. Cent. Co.....	1, 163, 772		⁹ 128, 700	108, 000
1581	Chic., Wis. & Minn. R. R.....	270,962	8,825	253,320	8,817
1582	Wis. Cent. R. R.....	847, 940		⁹ 241, 512	14, 060
1583	Milw. & L. Winn. R. R.....	138,336	8,532	126,440	3,364
1584	Packw. & Mont. R. R.....	5,040		5,040	

¹ Figures cover 2,042.75 miles, group portion of whole line; 265.12 miles not in United States. Group figures assigned by this Office. See page 534, No. 1508, for totals covering entire road.

² Excludes \$464, interest on equipment trust obligations charged to construction account.

³ Report of Trustees.

⁴ Amount paid on preferred first-mortgage bonds.

⁵ Figures cover whole line, 1.22 miles; .84 mile not in United States.

⁶ See page 534, No. 964, for totals covering entire road.

⁷ Group figures assigned by this Office. See page 534, No. 973, for totals covering entire road.

⁸ Group figures assigned by this Office. See page 534, No. 978, for totals covering entire road.

⁹ Amount paid by Receiver.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improve- ments charged to income accounts.	Other deductions.	Total of operating ex- penses and fixed charges. Cols. 2+10	Proportion assignable to opera- tion. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	No.
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Per cent.</i>	
1,164,808	280,747	.....	823,216	11,167,146	48.04	51.96	1508
.....	.....	.....	.....	186,060	.....	.....	1509
.....	.....	.....	.....	57,780	.....	.....	1512
.....	.....	.....	.....	.....	.....	.....	1516
11,582	.....	.....	16,022	543,272	.....	.....	1519
.....	32,752	.....	.....	528,517	36.68	63.32	1522
.....	989	.....	.....	63,394	34.50	65.50	1523
.....	17,902	.....	.....	291,301	90.90	9.10	1524
.....	417	.....	.....	14,552	75.26	24.74	1525
.....	27,261	55,804	4,058	610,922	60.01	39.99	1527
30,131	50,175	.....	20,937	1,038,824	58.90	41.10	1528
.....	.....	.....	.....	6,000	.....	.....	1529
.....	13,026	5,000	.....	201,907	87.98	12.02	1531
.....	.....	.....	.....	12,053	70.13	29.87	1532
.....	43,000	.....	.....	572,171	85.14	14.86	1533
.....	123	.....	.....	7,180	77.40	22.60	1534
.....	7,784	.....	.....	232,064	89.10	10.90	1536
.....	.....	.....	.....	5,670	.....	100.00	1537
.....	.....	.....	.....	9,100	.....	100.00	1538
.....	.....	.....	.....	.....	.....	.....	1539
.....	7,879	.....	.....	155,617	77.84	22.16	1541
.....	.....	.....	.....	40,448	38.18	61.82	1542
.....	16,033	.....	.....	357,723	71.49	28.51	1543
.....	21,617	.....	.....	149,673	52.94	47.06	1544
83,262	56,507	53,142	380	1,614,866	78.74	21.26	1545
.....	.....	.....	.....	25,000	.....	.....	1546
.....	.....	.....	.....	.....	.....	.....	1548
.....	.....	.....	.....	14,893	.....	.....	1549
.....	.....	.....	.....	12,600	.....	.....	1550
.....	.....	.....	.....	117,593	80.96	19.04	1551
.....	674	3,137	5,500	62,158	12.62	87.38	1552
.....	11,760	1,857	.....	279,019	60.71	39.29	1553
.....	134	.....	.....	10,725	64.48	35.52	1560
637,122	.....	.....	.....	2,564,927	75.16	24.84	964
.....	3,650	.....	.....	55,979	93.48	6.52	1561
.....	61,533	13,867	4,651	14,000	.....	.....	1562
23,251	20,935	.....	.....	397,813	.....	.....	1563
.....	41,849	.....	.....	153,016	.....	.....	1564
.....	36,855	.....	.....	1,001,182	74.68	25.32	973
.....	.....	.....	.....	698,453	63.94	36.06	.....
800	341,532	.....	40,102	7,695,025	70.84	29.16	978
.....	.....	.....	.....	.....	.....	.....	1570
.....	5,976	.....	.....	92,910	56.43	43.57	1572
.....	352	.....	.....	31,954	98.90	1.10	1574
.....	5,784	40,420	.....	262,118	49.47	50.53	1576
.....	383	.....	.....	26,935	27.30	72.70	1577
.....	63	.....	.....	8,233	99.24	.76	1578
.....	.....	.....	.....	118,313	61.54	38.46	1579
623,383	71,201	151,236	81,252	2,784,250	58.20	41.80	1580
.....	.....	.....	.....	270,962	.....	.....	1581
285,637	79,152	48,486	179,093	2,235,779	62.08	37.92	1582
.....	.....	.....	.....	138,336	.....	.....	1583
.....	.....	.....	.....	5,040	.....	.....	1584

GROUP VII.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
	Total—Group VII.....	<i>Dollars.</i> 18,593,835	<i>Dollars.</i> 1,534	<i>Dollars.</i> 13,651,007	<i>Dollars.</i> 100,130
	Charges against income from operation.	17,091,850	-----	12,151,314	100,130
	Charges against income from lease of road.	1,501,985	1,534	1,499,693	-----
1586	Black H. & Ft. Pierre R. R.	4,811	-----	-----	-----
1587	Butte, Anaconda & Pac. Ry.	100,223	-----	85,000	10,777
1379	Chic. & N. Wn. Ry.: ¹	-----	-----	-----	-----
1588	Frem., Elk. & Mo. Vy. R. R.	1,185,819	-----	994,390	-----
1387	Chic., Burl. & Quin. R. R. ²	5,019,948	-----	4,067,693	-----
	[Line west of Missouri Riv.]	-----	-----	-----	-----
1419	Chic., St. P., Minneap. & Om. Ry. ³	312,642	-----	277,276	-----
	[Line west of Missouri Riv.]	-----	-----	-----	-----
1591	Gt. Falls & Can. Ry.	129,879	-----	120,000	1,741
1442	Gt. Nn. Ry. ⁴	1,439,303	-----	152,640	-----
	[Line between Minot, N. Dak., and Idaho.]	-----	-----	-----	-----
1443	St. P., Minneap. & Manit. Ry. ⁵	891,897	1,534	890,363	-----
	[Line between Minot, N. Dak., and Idaho.]	-----	-----	-----	-----
1592	Mont. Cent. Ry.	526,211	-----	495,000	-----
1694	Mo. Pac. Ry.: ¹	-----	-----	-----	-----
1595	Pac. Ry. in Nebr.	54,750	-----	54,750	-----
1508	Nn. Pac. R. R. ⁶	3,225,752	-----	2,259,005	87,612
	[Line in Idaho and Montana.]	-----	-----	-----	-----
1598	Hel. & Red Mtn. R. R.	24,000	-----	24,000	-----
1599	Nn. Pac. & Mont. R. R.	530,580	-----	530,580	-----
1602	Om. Brg. & Term. Ry.	-----	-----	(⁷)	-----
1603	Sioux Cy., O'Neill & Wn. Ry.	148,530	-----	117,000	-----
1604	Un. Pac. Ry. ⁸	3,698,294	-----	2,656,325	-----
	[Union and Cheyenne Divs.]	-----	-----	-----	-----
1605	Lar., N. Park & Pac. R. R. & Tel. Co.	758	-----	-----	-----
1606	Brighton & Bould. Brh. R. R.	4,639	-----	-----	-----
1607	Carb. Cut Off Ry.	1,671	-----	-----	-----
1608	Kear. & Black H. Ry.	62,258	-----	43,100	-----
1609	Mont. Un. Ry.	106,002	-----	-----	-----
1611	Om. & Repub. Vy. Ry.	365,031	-----	328,230	-----
1612	St. Jos. & Gr. I. R. R.	525,187	-----	420,000	-----
1613	Kans. Cy. & Om. R. R.	135,650	-----	135,650	-----

¹ Inserted to show relation of road following.² Group figures assigned by this Office. See page 534, No. 1387, for totals covering entire road.³ Group figures assigned by this Office. See page 534, No. 1419, for totals covering entire road.⁴ Group figures assigned by this Office. See page 534, No. 1442, for totals covering entire road.⁵ Group figures assigned by this Office. See page 534, No. 1443, for totals covering entire road.⁶ Group figures assigned by this Office. See page 534, No. 1508, for totals covering entire road.⁷ Bonds held in escrow, interest not taken into account.⁸ Group figures assigned by this Office. See page 534, No. 1604, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total of operating expenses and fixed charges. Cols. 2+10.	Proportion assignable to operation. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	No.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
1,716,241	1,661,917	102	1,462,904	42,939,827			
1,716,241	1,661,177	102	1,462,836	41,437,842	58.75	41.25	
	740		18	1,501,985			
	4,811			127,189	96.22	3.78	1586
	4,446			474,049	78.86	21.14	1587
	191,429			3,117,265	61.96	38.04	1379
	617,635		334,615	11,054,564	54.59	45.41	1588
	35,366			779,226	59.87	40.13	1387
	6,986		1,152	198,065	34.44	65.56	1419
1,193,865	92,798			3,364,404	57.22	42.78	1591
							1442
				891,897			1443
3,600	27,611			1,665,185	68.40	31.60	1592
				54,750			1694
421,140	141,903		416,092	7,158,706	53.54	46.46	1595
				24,000			1598
				530,580			1599
				22,730	100.00		1602
	31,428	102		269,444	44.87	55.13	1603
	398,474		643,495	10,481,184	64.71	35.29	1604
	740		18	758			1605
	4,639			25,945	82.12	17.88	1606
	1,671			31,974	94.77	5.23	1607
	10,288		8,870	86,651	28.15	71.85	1608
97,636	8,366			435,890	75.68	24.32	1609
	15,895		20,906	871,232	58.10	41.90	1611
	67,431		37,756	1,038,007	49.40	50.60	1612
				236,132	42.55	57.45	1613

GROUP VIII.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Total—Group VIII.....	34, 582, 179	7, 390	26, 033, 854	431, 622
	Charges against income from operation.....	30, 499, 782	.....	22, 296, 812	431, 622
	Charges against income from lease of road.....	4, 082, 397	7, 390	3, 737, 042	.....
1614	Ark. & Choctaw Ry. ¹.....	.....	.....	.....	.....
1616	Ark. Midl. R. R.	14, 572	.....	7, 980	2, 720
1617	Ark. Sn. R. R.	4, 788	.....	3, 939	.....
1349	Atch., Top. & S. Fe. Ry. ² [Line west of Kans. Cy., Mo.]	3, 566, 085	.....	2, 324, 374	.....
1621	Atl. & Pac. R. R. ³ [Central Division.]	66, 193	.....	65, 193	1, 000
1622	Colo. Midl. R. R.	287, 509	.....	⁴ 36, 193	.....
1623	Busk Tun. Ry.	90, 016	2, 516	87, 500	.....
1624	Manh., Al. & Bgame. Ry.	9, 760		⁽⁵⁾	
1625	St. L. & San Fran. Ry.	2, 784, 577	.....	2, 179, 897	.....
1627	Ft. Smith & Van Buren Brg. Co.	41, 310	.....	20, 865	.....
1628	Kans. Cy. & S. Wn. R. R.	44, 640	.....	44, 640	.....
1629	Kans. Midl. Ry.	64, 320	.....	64, 320	.....
1633	St. L., Kans. & S. Wn. R. R.	53, 400	.....	53, 400	.....
1634	St. L., Salem & Ark. Ry.	40, 500	.....	40, 500	.....
1635	St. L., Kans. Cy. & Colo. R. R.	85, 666	.....	82, 860	.....
1636	Wich. & Wn. Ry.	144, 210	.....	104, 820	.....
1639	Brownwood & N. Wn. Ry. ⁶.....	.....	.....	.....	.....
1642	Chester, Perryv., S. Genevieve & Farm. R. R. ....	.....	.....	.....	.....
1367	Chic. & Alt. R. R. : ⁷.....	.....	.....	.....	.....
1369	Kans. Cy., St. L. & Chic. R. R. ⁸ [Line west of Missouri Riv.]	139, 386	1, 374	138, 012	.....
1643	Chic. & Atch. Brg. Co.	65, 953	.....	56, 912	.....
1415	Chic., Rock I. & Pac. Ry. ⁹ [Line west of Missouri Riv.]	2, 172, 751	.....	1, 958, 422	.....
1644	Choctaw, Oklahoma & Gulf R. R.	269, 740	.....	260, 140	.....
1646	Crystal Ry.	658	.....	.....	.....
1649	Denver & Rio G. R. R.	2, 590, 510	.....	1, 997, 950	.....
1651	Rio G. Gunnison Ry.	6, 000	.....	6, 000	.....
1652	Rio G. Jctn. Ry.	92, 500	.....	92, 500	.....
1653	Denver, Lakewood & Golden R. R.	49, 852	.....	37, 620	8, 581
1654	Eureka Spgs. Ry.	32, 095	.....	30, 000	.....
1655	Excelsior Spgs. R. R.	9, 000	.....	9, 000	.....
1656	Flor. & Cripple Ck. R. R.	112, 834	.....	60, 000	46, 713
1660	Ham. & Kingst. R. R.	1, 633	.....	1, 200	206
1663	Houck's Mo. & Ark. R. R. ....	.....	.....	.....	.....
1664	Hutchinson & Sn. R. R.	54, 882	.....	.....	46, 110
1666	Kans. Cy. Belt Ry.	127, 943	.....	119, 400	.....
1667	Kans. Cy., Ft. Scott & Memph. R. R.	1, 341, 839	.....	1, 082, 575	23, 350
1668	Current Riv. R. R.	85, 440	.....	80, 300	.....
1669	Kans. Cy. & Memph. Ry. & Brg. Co.	181, 993	.....	150, 000	.....
1670	Kans. Cy., Clinton & Springf. Ry.	183, 028	.....	163, 660	.....
1671	Kans. Cy. N. Wn. R. R.	52, 533	.....	24, 250	.....
1672	Kans. Cy. & Beatrice Ry.	2, 024	.....	.....	.....
1673	Kans. Cy., Osceola & Sn. Ry.	106, 398	.....	80, 000	.....
1674	Kans. Cy., Pittsb. & Gulf R. R.	21, 600	.....	.....	.....
1676	Texarkana & Ft. Smith Ry.	25, 393	.....	22, 813	.....
1678	Kans. Cy. Suburban Belt R. R.	113, 114	.....	¹⁰ 72, 500	29, 959
1680	Kans. Cy. & Indep. Air Line R. R.	26, 047	.....	25, 000	145

¹ Report for period, August 31, 1895 to June 30, 1896.² Covers operations of Atch., Top. & S. Fe R. R., under Receivership for six months ending December 31, 1895, and of Atch., Top. & S. Fe Ry. for six months ending June 30, 1896. Group figures assigned by this Office. See page 534, No. 1349, for totals covering entire road.³ See page 534, No. 1621, for totals covering entire road.⁴ Covers \$27,553 interest on equipment trust obligations, and \$8,640 interest on Aspen S. Line Ry. bonds. Interest on bonds of Colo. Midl. R. R. not taken into Receiver's account.⁵ Bonds owned by Atch., Top. & S. Fe Ry. and the Un. Pac. Ry. Cos.; no interest charged.⁶ Report for six months ending June 30, 1896.⁷ Inserted to show relation of road following.⁸ Group figures assigned by this Office. See page 534, No. 1369, for totals covering entire road.⁹ Group figures assigned by this Office. See page 534, No. 1415, for totals covering entire road.¹⁰ Excludes \$25,000 charged to construction account.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	No.
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improve- ments charged to income account.	Other deductions.	Total of operating ex- penses and fixed charges. Cols. 2+10	Proportion assignable to opera- tion. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>	<i>Per cent.</i>	
2, 695, 141	4, 151, 543	272, 201	990, 428	98, 305, 317	-----	-----	
2, 378, 041	4, 148, 485	272, 201	972, 621	94, 222, 920	67. 63	32. 37	
317,100	3,058	-----	17,807	4,082,397	-----	-----	
-----	-----	-----	-----	8, 833	100. 00	-----	1614
-----	3, 872	-----	-----	88, 656	83. 56	16. 44	1616
-----	849	-----	-----	28, 988	83. 48	16. 52	1617
-----	906, 988	-----	334, 723	16, 867, 279	78. 84	21. 16	1349
-----	-----	-----	-----	214, 899	69. 20	30. 80	1621
87, 500	103, 139	-----	60, 677	1, 678, 552	82. 87	17. 13	1622
-----	-----	-----	-----	90,016	-----	-----	1623
-----	9, 151	-----	609	55, 726	82. 49	17. 51	1624
223, 725	230, 041	-----	150, 914	6, 506, 229	57. 20	42. 80	1625
-----	3,058	-----	17,387	41,310	-----	-----	1627
-----	-----	-----	-----	44,640	-----	-----	1628
-----	-----	-----	-----	64,320	-----	-----	1629
-----	-----	-----	-----	53,400	-----	-----	1633
-----	-----	-----	-----	40,500	-----	-----	1634
-----	2, 800	-----	-----	205, 567	58. 34	41. 66	1635
-----	17, 835	-----	21, 555	233, 805	38. 32	61. 68	1636
-----	-----	-----	-----	2, 301	100. 00	-----	1639
-----	-----	-----	-----	12, 212	100. 00	-----	1642
-----	-----	-----	-----	-----	-----	-----	1367
-----	-----	-----	-----	139,386	-----	-----	1369
-----	9, 041	-----	-----	77, 496	14. 90	85. 10	1643
-----	214, 261	-----	68	5, 978, 196	63. 65	36. 35	1415
-----	9, 600	-----	-----	573, 654	52. 98	47. 02	1644
-----	658	-----	-----	10, 902	93. 96	6. 04	1646
70, 351	328, 105	143, 567	50, 537	6, 939, 290	62. 67	37. 33	1649
-----	-----	-----	-----	6,000	-----	-----	1651
-----	-----	-----	-----	92,500	-----	-----	1652
-----	3, 651	-----	-----	76, 963	35. 22	64. 78	1653
-----	2, 095	-----	-----	60, 749	47. 17	52. 83	1654
-----	-----	-----	-----	21, 532	58. 20	41. 80	1655
-----	6, 121	-----	-----	360, 266	68. 68	31. 32	1656
-----	227	-----	-----	7, 544	78. 35	21. 65	1660
-----	-----	-----	-----	5, 145	100. 00	-----	1663
-----	8, 772	-----	-----	101, 091	45. 71	54. 29	1664
-----	8, 543	-----	-----	206, 414	38. 02	61. 98	1666
-----	177, 700	17, 000	41, 214	3, 947, 138	66. 00	34. 00	1667
-----	5, 140	-----	-----	185, 041	53. 83	46. 17	1668
-----	21, 993	-----	10, 000	260, 637	30. 17	69. 83	1669
-----	19, 368	-----	-----	401, 866	54. 46	45. 54	1670
-----	28, 283	-----	-----	324, 844	83. 83	16. 17	1671
-----	2, 024	-----	-----	23, 549	91. 40	8. 60	1672
-----	11, 346	15, 052	-----	276, 321	61. 49	38. 51	1673
-----	21, 600	-----	-----	462, 975	95. 33	4. 67	1674
-----	2, 580	-----	-----	113, 594	77. 65	22. 35	1676
-----	10, 655	-----	-----	236, 054	52. 08	47. 92	1678
-----	902	-----	-----	96, 657	73. 06	26. 94	1680

524 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VIII.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and main- tenance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		Dollars.	Dollars.	Dollars.	Dollars.
1681	Leav., Top. & S. Wn. Ry.....	6,477			630
1683	Little Rock & Memph. R. R.....	24,106		1,944	8,009
1686	Manitou & Pikes Peak Ry.....	26,833		25,000	111
1687	Midl. Term. Ry.....	25,580		18,750	1
1689	Miss. Riv. & Bonne T. Ry.....	33,914		30,000	275
1691	Mo., Kans. & Tex. Ry. ¹	1,856,066		1,309,793	
	[Line north of Denison, Tex.]				
1692	Denison & Washita Vy. Ry.....	60,000		60,000	
1693	Kans. Cy. & Pac. Ry.....	100,000		100,000	
1675	Mo., Kans. & En. Ry. ²	206,250		206,250	
1694	Mo. Pac. Ry.....	4,042,206		3,104,608	147,871
1695	Boonv., St. L. & Sn. Ry.....	25,000	1,000	24,000	
1698	Kanop. & Kans. Cent. Ry.....	13,500		13,500	
1699	Kans. & Colo. Pac. Ry.....	1,504,020		1,390,520	
1700	Pueb. & State Line R. R.....	113,500		113,500	
1701	Kans. Cy. & S. Wn. Ry. (of Mo.).....	57,420		24,420	
1702	Kans. Cy. & S. Wn. Ry. (of Kans.).....	33,000		33,000	
1703	Kans. S. Wn. Ry.....	22,320		22,320	
1704	Le Roy & Caney Vy. Air Line R. R.....	26,000		26,000	
1707	Rooks Co. R. R.....	16,500		16,500	
1708	St. L., Oak H. & Carondelet Ry.....	24,000		24,000	
1709	Cent. Brh. Un. Pac. R. R.....	377,120			
1710	Atch., Colo. & Pac. R. R.....	244,200		244,200	
1711	Atch., Jew. Co. & Wn. R. R.....	32,520		32,520	
1712	Kans. Cy., Law. & Wich. R. R.: ³				
1713	Law. & Emp. Ry.....	27,900		27,900	
1714	St. L., Iron Mtn. & Sn. Ry.....	3,420,099		2,661,920	16,415
1715	Kans. & Ark. Vy. Ry.....	170,600		170,600	
1716	Little Rock & Ft. Smith Ry.....	334,575		163,975	
1717	Little Rock Jctn. Ry.....	26,520		26,100	
1718	Ark. & La. Ry.....	2,750			
1722	Mo. Sn. R. R.....	5,100			4,500
1724	Pine Bluff & En. R. R.....	10,674		10,000	
1725	Prescott & N. Wn. R. R.....				
1727	Rio G. Sn. R. R.....	168,896		135,300	
1728	St. Clair, Mad. & St. L. Belt R. R.....	25,000		25,000	
1729	St. L., Cape Gir. & Ft. Smith Ry.....	5,830			
1730	St. L., Kennett & Sn. R. R.....	23,000		23,000	
1731	St. L. S. Wn. Ry.....	883,141		807,033	8,077
1732	Paragould S. En. Ry.....	3,126		3,000	
1733	St. L. Tr. Ry.....	42,595			22,123
1734	Searcy & W. Pt. R. R.....	482			
1735	Silverton R. R.....	31,394		25,500	2,571
1736	Silverton Nn. R. R. ⁴	1,000		1,000	
1738	Stuttgart & Ark. Riv. R. R.....	1,255			
1739	Term. R. R. Assn. of St. L.....	1,384,322		540,000	33,687
1740	St. L. Brg. Co.....	352,500	2,500	350,000	
1741	Tunnel R. R. of St. L.....				
1742	St. L. Merchants Brg. Term. Ry.....	394,970		175,000	23,872
1743	Mad., Ill. & St. L. Ry.....				
1744	St. L. Merchants Brg. Co.....	120,000		120,000	
1745	Texarkana & Shrevept. R. R.....	1,754			666
1746	Ultima T., Arkadel. & Miss. R. R.....	688			
1604	Un. Pac. Ry. ⁵	1,855,830		1,554,717	
	[Kans. Div. and Leavenworth Brh.]				
1748	Denver, Leadv. & Gunnison Ry.....	70,277			
1749	Jctn. Cy. & Ft. Kear. Ry.....	96,530		76,450	
1750	Kans. Cent. R. R.....	155,832		80,760	
1751	Sal. & S. Wn. Ry.....	38,789		32,400	
1752	Solomon R. R.....	45,215		34,500	
1755	Un. Pac., Denver & Gulf Ry.....	525,474		335,160	
1756	Un. Pac., Linc. & Colo. Ry.....	285,126		219,000	
1757	White & Black Riv. Vy. Ry.....	23,882		16,680	4,030
1758	Williamsv., Greenv. & St. L. Ry.....	13,835		13,299	

¹ See page 534, No. 1691, for totals covering entire road.² Report for period, July 1, 1895 to June 1, 1896. Merged in Mo., Kans. & Tex. Ry.³ Files no report; inserted to show relation of road following.⁴ Report for period, November 4, 1895 to June 30, 1896.⁵ Group figures assigned by this Office. See page 534, No. 1604, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	No.
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improve- ments charged to income account.	Other deductions.	Total of operating ex- penses and fixed charges. Cols. 2+10	Proportion assignable to opera- tion. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
	5,847			53,636	87.93	12.07	1681
	13,991		162	371,210	93.51	6.49	1683
	1,722			52,728	49.11	50.89	1686
	6,829			257,465	90.07	9.93	1687
	3,639			187,858	81.95	18.05	1689
366,250	180,023			5,704,833	67.46	32.54	1691
				60,000			1692
				100,000			1693
				206,250			1675
111,050	659,776		18,901	13,252,601	69.50	30.50	1694
				25,000			1695
				13,500			1698
113,500				1,504,020			1699
				113,500			1700
33,000				57,420			1701
				33,000			1702
				22,320			1703
				26,000			1704
				16,500			1707
				24,000			1708
287,375	89,373		372	945,513	60.11	39.89	1709
				244,200			1710
				32,520			1711
							1712
				27,900			1713
434,795	283,199		23,770	11,250,492	69.60	30.40	1714
				170,600			1715
170,600				334,575			1716
			420	26,520			1717
	1,884	866		31,765	91.34	8.66	1718
	600			27,456	81.42	18.58	1722
	674			23,662	54.89	45.11	1724
				13,549	100.00		1725
	31,594		2,002	423,904	60.16	39.84	1727
				45,546	45.11	54.89	1728
495	5,335			115,116	94.94	5.06	1729
				53,709	57.18	42.82	1730
	66,781		1,250	3,093,803	71.46	28.54	1731
	126			15,661	80.04	19.96	1732
	6,413		14,059	120,223	64.57	35.43	1733
	482			14,907	96.77	3.23	1734
	3,323			65,953	52.41	47.59	1735
				1,665	39.94	60.06	1736
	1,255			31,402	96.00	4.00	1738
666,900	76,002	67,733		2,074,391	33.27	66.73	1739
				352,500			1740
							1741
129,600	44,671	21,827		716,954	44.91	55.09	1742
							1743
				120,000			1744
	1,088			22,994	92.37	7.63	1745
	688			26,759	97.43	2.57	1746
	183,256		117,857	3,838,882	51.65	48.35	1604
	50,570		19,707	698,803	89.94	10.06	1748
	20,080			182,619	47.14	52.86	1749
	25,832		49,240	300,859	48.21	51.79	1750
	6,389			71,415	45.69	54.31	1751
	10,715			95,160	52.48	47.52	1752
	159,207	6,156	24,951	2,857,968	81.62	18.38	1755
	36,073		30,053	419,487	32.02	67.98	1756
	3,172			74,507	67.94	32.06	1757
	536			36,500	62.09	37.91	1758

GROUP IX.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and main- tenance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
	Total—Group IX.....	Dollars. 15, 878, 749	Dollars. 565	Dollars. 12, 441, 624	Dollars. 339, 834
	Charges against income from operation.	15, 197, 880		11, 764, 664	339, 834
	Charges against income from lease of road.	680,869	565	676,960	
1760	Aransas Harb. Term. Ry. ¹				
1349	Atch., Top. & S. Fe Ry. ² [Line south of Red Riv.]	569, 183		569, 183	
1761	Gulf, Colo. & S. Fe Ry.	1, 565, 038		1, 396, 560	22, 331
1415	Chic., Rock I. & Pac. Ry. ³				
1764	Chic., Rock I. & Tex. Ry.	119, 223		81, 900	29, 413
1765	De Kalb & Red Riv. R. R.	137			
1766	E. La. R. R.	31, 064			14, 699
1768	Ft. Wor. & Rio G. Ry.	177, 112		146, 150	13, 848
1770	Galv., Houston & Hend. R. R. of 1882.	113, 022		100, 000	
1771	Galv., La Porte & Houston Ry.	2, 757			2, 757
1773	Gulf, Beaumont & Kans. Cy. Ry.	25, 286		21, 699	3, 587
1775	Hearne & Brazos Vy. R. R.	1, 648			346
1777	Houston E. & W. Tex. Ry.	207, 761		192, 000	
1778	Houston & Shrevept. R. R.	3, 821			
1779	Internat. & Gt. Nn. R. R.	860, 378		809, 223	
1780	Jackson R. R.				
1781	Kans. Cy., Watkins & Gulf Ry.	111, 669		98, 336	2, 717
1788	Mansf. Ry. & Transp. Co.	53			
1790	Minden R. R.				
1691	Mo., Kans. & Tex. Ry. ⁴ [Line south of Denison, Tex.]	1, 472, 180		1, 367, 917	
1791	Wich. Falls Ry.	17,320		14,820	
1792	Sherman, Shrevept. & Sn. Ry.	68, 595		55, 000	
1793	Natchez, Red Riv. & Tex. R. R.				
1794	Natchitoches & Red Riv. Vy. Ry.	5, 982		5, 760	
1795	N. O. & N. Wn. Ry.	124, 050		75, 000	30, 956
1801	Paris, Marsh. & Sab. Pass Ry.	1, 380			472
1803	Pecos Vy. Ry.	134, 687		117, 300	4, 307
1804	Pecos Riv. R. R.	40, 941		34, 800	
1805	Rio G. R. R.	6, 347		4, 729	
1806	Rio G. & Eagle Pass Ry.	3, 110			
1807	Rio G. Nn. Ry.				
1810	St. L., Avoyelles & S. Wn. Ry.	18, 142		18, 142	
1731	St. L. S. Wn. Ry. ⁵				
1811	St. L. S. Wn. Ry. of Tex.	447, 673		382, 813	7, 675
1812	Tyler S. En. Ry.	32, 390		26, 400	433
1813	San Ant. & Aransas Pass Ry.	770, 427		692, 400	11, 916
1816	Sn. Pac. Co. ⁶ [Line in Louisiana.]	1, 554, 858		162, 900	5, 563
1817	Iberia & Vermilion R. R.	17,509	565	16,100	
1818	La. Wn. R. R.	134,400		134,400	
1819	Morgan's La. & Tex. R. R.	490,390		490,390	
1820	Austin & N. Wn. R. R.	104, 119		96, 000	
1821	Cent. Tex. & N. Wn. Ry.	12, 806		10, 800	
1822	Galv., Harrisb. & San Ant. Ry.	1, 634, 765		1, 407, 500	136, 268
1823	Gulf, Wn. Tex. & Pac. Ry.	121, 560		111, 200	1, 315
1824	Houston & Tex. Cent. R. R.	1, 033, 756		806, 845	
1825	Ft. Wor. & N. O. Ry.	47, 967		42, 540	
1826	N. Y., Tex. & Mexican Ry.	107, 149		61, 930	36, 633
1827	Tex. & N. O. R. R.	410, 307		372, 418	
1808	Tex. Transp. Co. ⁷	13, 781		10, 220	2, 175

¹ Report for period, January 23 to June 30, 1896.² Covers operations of Atch., Top. & S. Fe R. R. under Receivership for six months ending December 31, 1895, and of Atch., Top. & S. Fe Ry. for six months ending June 30, 1896. Group figures assigned by this Office. See page 534, No. 1349, for totals covering entire road.³ Inserted to show relation of road following.⁴ See page 534, No. 1691, for totals covering entire road.⁵ Inserted to show relation of two roads following.⁶ See page 534, No. 1816, for totals covering entire road.⁷ Report for eleven months ending May 31, 1896. Merged in Tex. & N. O. R. R.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			No.
Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total of operating expenses and fixed charges. Cols. 2+10	Proportion assignable to operation. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
1,320,512	1,176,188	508,038	91,988	48,506,642	.....	.....	
1,320,512	1,175,344	508,038	89,488	47,825,773	68.22	31.78	
.....	844	.....	2,500	680,869	.....	.....	
.....	.....	.....	.....	.....	.....	.....	1760
.....	.....	.....	.....	569,183	.....	100.00	1349
.....	123,597	.....	22,550	5,732,325	72.70	27.30	1761
.....	.....	.....	.....	.....	.....	.....	1415
.....	7,910	.....	.....	399,469	70.15	29.85	1764
.....	137	.....	.....	5,657	97.58	2.42	1765
.....	1,641	12,556	2,168	97,819	68.24	31.76	1766
.....	9,852	7,262	.....	418,477	57.67	42.33	1768
.....	13,022	.....	.....	424,825	73.40	26.60	1770
.....	.....	.....	.....	29,746	90.73	9.27	1771
.....	.....	.....	.....	76,781	67.06	32.94	1773
.....	680	.....	622	20,882	92.11	7.89	1775
.....	15,231	.....	530	595,323	65.10	34.90	1777
.....	3,580	241	.....	70,882	94.61	5.39	1778
14,035	35,545	.....	1,575	3,373,868	74.50	25.50	1779
.....	.....	.....	.....	15,976	100.00	.....	1780
.....	9,496	.....	1,120	216,423	48.41	51.59	1781
.....	53	.....	.....	3,974	98.67	1.33	1788
.....	104,263	.....	.....	6,370	100.00	.....	1790
.....	.....	.....	.....	5,315,762	72.30	27.70	1691
.....	.....	.....	2,500	17,320	.....	.....	1791
.....	13,595	.....	.....	320,045	78.57	21.43	1792
.....	.....	.....	.....	11,829	100.00	.....	1793
.....	222	.....	.....	22,138	72.98	27.02	1794
.....	11,258	.....	6,836	203,872	39.15	60.85	1795
.....	408	.....	500	13,442	89.73	10.27	1801
.....	479	1,805	10,796	194,249	30.67	69.33	1803
.....	4,090	902	1,149	66,021	37.99	62.01	1804
.....	1,563	.....	55	36,528	82.63	17.37	1805
.....	1,764	1,346	.....	27,845	88.83	11.17	1806
.....	.....	.....	.....	.....	.....	.....	1807
.....	.....	.....	.....	18,142	.....	100.00	1810
.....	.....	.....	.....	.....	.....	.....	1731
.....	56,468	.....	717	2,149,833	79.18	20.82	1811
.....	5,303	.....	254	240,865	86.55	13.45	1812
.....	66,111	.....	.....	2,133,664	63.89	36.11	1813
1,271,727	114,668	.....	.....	4,094,644	62.02	37.98	1816
.....	844	.....	.....	17,509	.....	.....	1817
.....	.....	.....	.....	134,400	.....	.....	1818
.....	.....	.....	.....	490,390	.....	.....	1819
.....	8,119	.....	.....	267,232	61.04	38.96	1820
.....	2,006	.....	.....	60,375	78.79	21.21	1821
.....	90,997	.....	.....	4,806,354	65.98	34.02	1822
.....	9,045	.....	.....	235,124	48.30	51.70	1823
.....	75,692	146,970	4,249	3,106,653	66.72	33.28	1824
.....	5,427	.....	.....	184,572	74.01	25.99	1825
.....	8,586	.....	.....	256,042	58.16	41.84	1826
.....	37,889	.....	.....	1,305,632	68.57	31.43	1827
.....	1,386	.....	.....	25,064	45.02	54.98	1808

GROUP IX.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		Dollars.	Dollars.	Dollars.	Dollars.
1828	Sugar Land Ry.....	1,325	.....	.....	26
1829	Teche R. R. & Sugar Co.....	.....	.....	.....	.....
1830	Tex. & Pac. Ry.....	1,715,368	.....	¹ 1,279,490	5,870
1831	El Paso Nn. Ry.....	.....	.....	.....	.....
1832	Tex. Cent. R. R.....	26,861	.....	15,000	.....
1834	Tex., La. & En. R. R.....	3,043	.....	.....	467
1835	Tex. Mexican Ry.....	175,199	.....	150,000	.....
1836	Tex. Midl. R. R.....	171,351	.....	45,000	.....
1837	Tex., Sab. Vy. & N. Wn. Ry.....	2,704	.....	.....	425
1840	Tex. Trunk R. R.....	8,266	.....	.....	4,340
1604	Un. Pac. Ry.: ²	.....	.....	.....	.....
1755	Un. Pac., Denver & Gulf Ry.: ³	.....	.....	.....	.....
1843	Ft. Wor. & Denver Cy. Ry.....	574,698	.....	498,560	.....
1844	Ft. Wor. & Denver Term. Ry.....	10,000	.....	10,000	.....
1845	Pan Handle Ry.....	11,250	.....	11,250	.....
1846	Velasco Term. Ry.....	21,207	.....	20,000	.....
1847	Vicksb., Shrevept. & Pac. R. R.....	440,599	.....	410,499	.....
1848	Waco & N. Wn. R. R.....	23,317	.....	.....	.....
1849	Weatherf., Minl. Wells & N. Wn. Ry.....	33,047	.....	30,000	1,295
1851	Wich. Vy. Ry.....	45,771	.....	38,450	.....

¹ Excludes \$14,750, interest on equipment trust obligations charged to cost of equipment.² Inserted to show relation of four roads following.³ Inserted to show relation of three roads following.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improve- ments charged to income account.	Other deductions.	Total of operating ex- penses and fixed charges. Cols. 2+10	Proportion assignable to opera- tion. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	No.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
	1,299			9,093	85.43	14.57	1828
							1829
13,500	212,882	198,629	4,997	6,986,416	75.44	24.56	1830
				428	100.00		1831
	10,750		1,111	281,435	90.45	9.55	1832
	1,388	1,188		30,199	89.92	10.08	1834
	10,721	14,478		334,695	47.66	52.34	1835
	4,871	121,480		340,425	49.66	50.34	1836
	2,279			30,232	91.06	8.94	1837
	3,926			70,308	88.24	11.76	1840
							1604
							1755
21,250	45,398		9,490	1,424,292	59.65	40.35	1843
				10,000			1844
				11,250			1845
	1,207			54,686	61.23	38.77	1846
	30,100			815,880	46.00	54.00	1847
	5,746	869	16,702	156,702	85.12	14.88	1848
	1,440	312		68,882	52.02	47.98	1849
	3,254		4,067	68,193	32.88	67.12	1851

GROUP X.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
	Total—Group X	Dollars. 36,493,630	Dollars. 94,134	Dollars. 20,088,068	Dollars. 402,075
	Charges against income from operation.	23,639,154		8,582,503	342,798
	Charges against income from lease of road.	12,854,476	94,134	11,505,565	59,277
1855	Ariz. & New Mex. Ry.....	83,831		77,672	
1856	Ariz. & S. En. R. R.....	6,825			
1349	Atch., Top. & S. Fe Ry. ¹	453,764		453,764	
	[Line west of Santa Fe, N. Mex.]				
1621	Atl. & Pac. R. R. ²	1,047,047		565,833	38,094
	[Western & California Divs.]				
1857	New Mex. & Ariz. R. R.....	18,188			
1858	Sn. Cal. Ry.....	384,655		282,720	³ 212
1860	Bellingham Bay & British Col. R. R.....	4,260			964
1861	Bellingham Bay & En. R. R.....	11,319			11,000
1862	Belt R. R. of San Fran.....				
1863	Blakely R. R.....	1,700			
1866	Buckspt. & Elk Riv. R. R.....	958			
1867	Cal. Ry.....	368			
1869	Cal. En. Ry.....				
1870	Carson & Colo. Ry.....	100,415		80,000	
1873	Cent. Wash. R. R. ⁴				
1875	Col. & Puget Sd. R. R.....	5,627			
1876	Colusa & L. R. R.....	4,803		3,960	91
1877	Coos Bay, Roseb. & En. R. R. & Nav. Co.....	37,500		37,500	
1878	Coronado R. R.....	3,851			2,125
1879	Eel Riv. & Eureka R. R.....	30,293		25,910	
1881	Eureka & Palisade R. R.....	76,136		70,000	
1882	Everett & Monte Cristo Ry.....	138,187		126,140	6,039
1884	Gila Vy., Globe & Nn. Ry.....	45,024		44,050	974
1442	Gt. Nn. Ry. ⁵	785,200		70,200	
	[Line west of Montana.]				
1443	St. P., Minneap. & Manit. R. R. ⁶	410,189	706	409,483	
	[Line west of Montana.]				
1891	Ilwaco Ry. & Nav. Co.....	14,667		5,904	7,635
1892	Indep. & Monmouth Ry.....				
1896	Los Ang. & Redondo Ry.....	3,406			1,743
1897	Los Ang. Term. Ry.....	9,338		(⁷)	
1898	Maricopa & Phoenix & Salt Riv. Vy. R. R. ⁸	40,714		32,400	
1903	Nev.-Cal.-Oregon Ry.....	4,765			
1904	Nev. Cent. R. R.....	12,008			4,599
1905	Nev. Co. N. G. R. R.....	34,740		20,295	387
1906	N. Pac. Coast R. R.....	94,834		80,800	452
1508	Nn. Pac. R. R. ⁹	2,547,160		1,919,397	74,470
	[Line west of Idaho.]				
1909	Cœur d'Alene Ry. & Nav. Co.....	74,280		74,280	
1913	Spokane & Palouse Ry.....	166,860		166,860	
1917	Seattle, L. Shore & En. Ry.....	29,460			
1918	Nn. Pac. Term. Co. of Oregon.....	244,031		233,460	
1919	Ogden & Hot Spgs. Ry.....				
1920	Ogden Un. Ry. & Depot Co.....	3,792			
1921	Oregon Cent. & En. R. R.....	3,695			
1922	Pac. Coast Ry.....	89,321		82,200	
1923	Pac. Lum. Co.'s R. R.....				
1924	Pac. Lum. & Wood Co.'s R. R.....	156			

¹ Covers operations of Atch., Top. & S. Fe R. R. under Receivership for six months ending December 31, 1895, and of Atch., Top. & S. Fe Ry. for six months ending June 30, 1896. Group figures assigned by this Office. See page 534, No. 1349, for totals covering entire road.

² See page 534, No. 1621, for totals covering entire road.

³ Credit item.

⁴ Report for eight months ending June 30, 1896.

⁵ Group figures assigned by this Office. See page 534, No. 1442, for totals covering entire road.

⁶ Group figures assigned by this Office. See page 534, No. 1443, for totals covering entire road.

⁷ Assumed by contractor.

⁸ Covers operations of Maricopa & Phoenix R. R. from July 1 to December 4, 1895, and of Maricopa & Phoenix & Salt Riv. Vy. R. R. from December 5, 1895 to June 30, 1896.

⁹ Group figures assigned by this Office. See page 534, No. 1508, for totals covering entire road.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total of operating expenses and fixed charges. Cols. 2+10	Proportion assignable to operation. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	No.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
12,024,237	2,389,454	315,109	¹ 1,180,553	77,207,119	.....	.....	
12,024,237	2,271,219	77,755	¹ 340,642	64,352,643	63.26	36.74	
	118,235	237,354	839,911	12,854,476	.....	.....	
.....	6,159	.....	.....	173,856	51.78	48.22	1855
.....	6,825	.....	.....	102,035	93.31	6.69	1856
.....	.....	.....	.....	453,764	.....	100.00	1349
327,200	115,920	.....	.....	4,159,456	74.82	25.18	1621
.....	18,188	.....	.....	124,552	85.40	14.60	1857
.....	89,458	.....	12,689	2,267,010	83.04	16.96	1858
.....	2,819	.....	477	52,299	91.85	8.15	1860
.....	319	.....	.....	35,011	67.67	32.33	1861
.....	.....	.....	.....	15,189	100.00	.....	1862
.....	1,700	.....	.....	50,463	96.63	3.37	1863
.....	958	.....	.....	12,426	92.29	7.71	1866
.....	368	.....	.....	19,832	98.14	1.86	1867
.....	.....	.....	.....	11,826	100.00	.....	1869
.....	20,415	.....	.....	208,663	51.88	48.13	1870
.....	.....	.....	.....	36,143	100.00	.....	1873
.....	5,627	.....	.....	125,418	95.51	4.49	1875
.....	752	.....	.....	17,408	72.41	27.59	1876
.....	.....	.....	.....	37,500	.....	100.00	1877
.....	1,726	.....	.....	22,717	83.05	16.95	1878
.....	4,383	.....	.....	72,320	58.12	41.88	1879
.....	6,136	.....	.....	115,256	33.95	66.05	1881
.....	6,008	.....	.....	196,412	29.64	70.36	1882
.....	.....	.....	.....	91,747	50.93	49.07	1884
639,215	75,785	.....	.....	1,724,397	54.47	45.53	1442
.....	.....	.....	.....	410,189	.....	.....	1443
.....	1,128	.....	.....	26,136	43.88	56.12	1891
.....	.....	.....	.....	1,200	100.00	.....	1892
.....	1,663	.....	.....	54,792	93.78	6.22	1896
.....	9,138	.....	200	106,078	91.20	8.80	1897
.....	4,239	.....	4,075	127,261	68.01	31.99	1898
205	4,548	.....	12	46,631	89.78	10.22	1903
.....	7,409	.....	.....	38,842	69.08	30.92	1904
.....	3,188	.....	10,870	108,207	67.90	32.10	1905
.....	13,378	.....	204	361,908	73.80	26.20	1906
210,960	87,058	.....	255,275	5,533,847	53.97	46.03	1508
.....	.....	.....	.....	74,280	.....	.....	1909
.....	.....	.....	.....	166,860	.....	.....	1913
.....	29,385	.....	75	256,416	88.51	11.49	1917
.....	10,571	.....	.....	315,072	22.55	77.45	1918
.....	.....	.....	.....	2,235	100.00	.....	1919
.....	3,792	.....	.....	63,422	94.02	5.98	1920
.....	3,695	.....	.....	71,531	94.83	5.17	1921
.....	7,121	.....	.....	167,279	46.60	53.40	1922
.....	.....	.....	.....	7,990	100.00	.....	1923
.....	156	.....	.....	6,350	97.54	2.46	1924

¹ Includes \$66, "interest on real estate mortgages."

GROUP X.

TABLE IV.—GENERAL EXPENDITURES FOR

B.—Fixed Charges—Continued.

No.	9 Abbreviated name of road.	10	11	12	13
		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and mainte- nance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		Dollars.	Dollars.	Dollars.	Dollars.
1928	Port Townsend Sn. R. R.	59,021		54,720	
1929	Rio G. Wn. Ry.	798,053		608,000	
1932	Rogue Riv. Vy. Ry.				
1934	Salt L. & Los Ang. Ry.	20,046		18,000	
1935	Salt L. & Mercur R. R.	6,534		6,000	
1938	San Diego, Cuyamaca & En. Ry.	36,399		33,499	
1939	San Diego, Pac. B. & La Jolla Ry.	1,053			
1940	San Fran. & N. Pac. Ry.	243,050		205,550	
1942	San Pete Vy. Ry.	21,365		20,400	
1944	S. Fe, Prescott & Phoenix Ry.	316,410		304,095	
1945	Seashore R. R.	3,970		3,402	
1946	Seattle & Nn. Ry.	4,224			
1947	Seattle Warehouse & Term. Co.				
1949	Sierra Vys. Ry.	1,504			1,423
1950	Silv. Cy. & Nn. R. R.				
1816	Sn. Pac. Co. ¹	12,117,397			184,111
	[Pacific System.]				
1952	Cal. Pac. R. R.	352,789	52	322,215	
1953	Cent. Pac. R. R.	4,141,701	66,265	3,315,565	
1954	Northern Ry.	608,974		546,910	
1955	Nn. Cal. Ry.	53,700		53,700	
1956	Oregon & Cal. R. R.	1,108,568		942,100	40,661
1958	S. Pac. Coast Ry.	220,000		220,000	
1959	Sn. Pac. R. R. of Ariz.	659,701	28	600,000	8,658
1960	Sn. Pac. R. R. (of Cal.)	3,003,929	27,071	2,948,908	
1961	Sn. Pac. R. R. of New Mex.	338,041	12	250,800	9,958
1962	Spokane Falls & Nn. Ry.	168,720		168,720	
1963	Sumpter Vy. Ry.	9,673		9,000	
1964	Tacoma & L. Cy. R. R. & Nav. Co. ²				
1604	Un. Pac. Ry. ³				
1966	Echo & Park Cy. Ry.	31,681		28,800	
1967	Oregon S. Line & Utah Nn. Ry.	3,038,578		2,785,462	
1968	Boise Cy. & Term. Co.	5,800		4,800	
1969	{Oregon Ry. & Nav. Co. (lessee) {Oregon Ry. & Nav. Co. (lessor)	165,026 1,242,250		1,182,250	11
1970	Cascade R. R.				
1971	Col. & Palouse R. R.	169,740		169,740	
1972	Mill Ck. Flume & Mfg. Co.				
1973	Oregon Ry. Ex. Co.	75,579		75,579	
1974	Walla W. & Col. Riv. R. R.				
1975	Wash. & Idaho R. R.	222,375		222,375	
1977	United Verde & Pac. Ry.	44,788		18,000	
1978	Utah Cent. Ry.	11,344			7,035
1980	Va. & Truckee R. R.	7,914			
1981	Visalia R. R.				
1982	Visalia & Tulare R. R.	5,616		3,500	1,413
1984	Wash. & Col. Riv. Ry.	150,471		100,000	
1985	Yreka R. R.	4,279		3,150	444

¹ See page 534, No. 1816, for totals covering entire road.² Report for period, July 1, 1895 to May 8, 1896.³ Inserted to show relation of ten roads following.

THE YEAR ENDING JUNE 30, 1896—Continued.

B.—Fixed Charges—Continued.

14	15	16	17	18	19	20	
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total of operating expenses and fixed charges. Cols. 2+10	Proportion assignable to operation. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	No.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
101,080	4,231		70	76,478	22.82	77.18	1928
	82,303		6,670	2,303,450	65.35	34.65	1929
	2,046			4,371	100.00		1932
	534			43,987	54.43	45.57	1934
	2,229		¹ 671	50,093	86.96	13.04	1935
	1,013		40	64,524	43.59	56.41	1938
	37,500			17,402	93.95	6.05	1939
	965			763,928	68.18	31.82	1940
	20		12,295	44,908	52.43	47.57	1942
	568			581,976	45.64	54.36	1944
	4,224			11,559	65.65	34.35	1945
				23,501	82.03	17.97	1946
	18		63	9,753	84.58	15.42	1947
10,745,577	1,152,217	35,492		27,231	100.00		1949
				33,074,210	63.36	36.64	1816
	90,285	237,354	30,522	352,789			1952
			432,232	4,141,701			1953
			62,064	608,974			1954
			125,807	53,700			1955
				1,108,568			1956
			51,015	220,000			1958
	27,950			659,701			1959
			77,271	3,003,929			1960
	673			338,041			1961
				309,773	45.54	54.46	1962
	2,881			40,777	76.28	23.72	1963
	238,079		15,037	4,332	100.00		1964
			1,000				1604
	165,015			84,491	62.50	37.50	1966
			60,000	5,882,765	48.35	51.65	1967
				5,800			1968
				2,861,006	94.23	5.77	1969
				1,242,250			1970
				169,740			1971
				75,579			1972
				222,375			1973
		26,788		89,438	49.92	50.08	1974
	1,809		2,500	62,839	81.94	18.06	1975
	7,914			187,701	95.78	4.22	1977
	500		203	11,516	100.00		1978
	15,780	15,475	19,216	12,517	55.13	44.87	1980
	685			274,552	45.19	54.81	1981
				12,668	66.23	33.77	1982
							1984
							1985

¹ Includes \$66, "interest on real estate mortgages."

TABLE IV.—SUPPLEMENT.—GENERAL EXPENDITURES

B.—Fixed Charges.

[Showing totaled figures for certain

No.	9	10	11	12	13
	Abbreviated name of road.	EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			
		Amount. Cols. 11+12+13+ 14+15+16+17	Salaries and main- tenance of organiza- tion.	Interest on funded debt.	Interest on interest- bearing current lia- bilities.
		Dollars.	Dollars.	Dollars.	Dollars.
66	Canadian Pac. Ry. ¹	6,741,007	.....	4,049,868	.....
171	Balt. & Ohio R. R. ²	6,825,714	.....	3,853,535	67,407
741	Balt. & Ohio S. Wn. Ry. ³	2,115,780	.....	1,780,648	.....
328	Erie R. R. ⁴	3,879,507	.....	2,939,301	1,208
459	N. Y., L. Erie & Wn. R. R. ⁵	3,730,878	.....	2,029,013	99,960
789	Clev., Cin., Chic. & St. L. Ry. ⁶	3,255,057	.....	2,614,132	58,816
798	Peoria & En. Ry. ⁷	524,870	.....	419,120	.....
839	Ind., Dec. & Wn. Ry. ⁸	141,889	.....	45,600	.....
840	Ind., Ill. & Io. R. R. ⁹	108,394	.....	75,300	.....
912	Norf. & Wn. R. R. ¹⁰	3,701,869	.....	2,977,474	78,774
964	T. Haute & Indpls. R. R. ¹¹	992,696	.....	125,000	.....
970	Tol. & Ohio Cent. Ry. : ¹².....	.....	.....	.....	.....
971	Kanawha & Mich. Ry. ¹³	121,971	.....	98,947	1,424
973	Tol., St. L. & Kans. Cy. R. R. ¹⁴	630,000	.....	540,000	.....
978	Wabash R. R. ¹⁵	3,317,242	.....	2,645,245	.....
1027	Ches. & Ohio Ry. ¹⁶	3,604,378	.....	3,123,104	73,828
1100	Southern Ry. ¹⁷	5,846,890	.....	3,743,305	12,546
1218	Ill. Cent. R. R. ¹⁸	7,847,519	.....	2,957,809	435,514
1240	Louisv. & Nashv. R. R. ¹⁹	7,315,669	.....	4,582,250	.....
1276	Mobile & Ohio R. R. ²⁰	1,303,594	.....	863,666	.....
1349	Atch., Top. & S. Fe Ry. ²¹	5,278,639	.....	3,676,845	.....
1621	Atl. & Pac. R. R. ²²	1,113,240	.....	631,027	39,094
1367	Chic. & Alt. R. R. : ¹¹.....	.....	.....	.....	.....
1369	Kans. Cy., St. L. & Chic. R. R. ²³	212,090	2,090	210,000	.....
1387	Chic., Burl. & Quin. R. R. ²⁴	8,552,797	.....	6,679,307	.....
1415	Chic., Rock I. & Pac. Ry. ²⁵	4,608,675	.....	3,322,175	.....
1419	Chic., St. P., Minneap. & Om. Ry. ²⁶	1,769,427	.....	1,447,916	.....
1442	Gt. Nn. Ry. ²⁷	5,911,069	.....	600,000	.....
1443	St. P., Minneap. & Manit. Ry. ²⁸	3,505,885	6,032	3,499,853	.....
1508	Nn. Pac. R. R. ²⁹	11,675,754	.....	7,580,555	294,000
1604	Un. Pac. Ry. ³⁰	5,554,124	.....	4,211,042	.....
1691	Mo., Kans. & Tex. Ry. ³¹	3,328,246	.....	2,677,710	.....
1816	Sn. Pac. Co. ³²	13,672,255	.....	162,900	189,674

¹ Lies in Group I and outside the United States; see page 474, No. 66.² Lies in Groups II, III, and IV; see pages 478, 494, and 502, No. 171.³ Lies in Groups III and VI; see pages 494 and 512, No. 741.⁴ Lies in Groups II and III; see pages 482 and 496, No. 328. Report for seven months ending June 30, 1896. Reorganization of the N. Y., L. Erie and Wn. R. R.⁵ Lies in Groups II and III; see pages 484 and 498, No. 459. Report for five months ending November 30, 1895. Reorganized as the Erie R. R.⁶ Lies in Groups III and VI; see pages 496 and 514, No. 789.⁷ Lies in Groups III and VI; see pages 496 and 514, No. 798.⁸ Lies in Groups III and VI; see pages 496 and 516, No. 839.⁹ Lies in Groups III and VI; see pages 496 and 516, No. 840.¹⁰ Lies in Groups III and IV; see pages 498 and 502, No. 912.¹¹ Lies in Groups III and VI; see pages 500 and 518, No. 964.¹² Inserted to show relation of road following.¹³ Lies in Groups III and IV; see pages 500 and 504, No. 971.¹⁴ Lies in Groups III and VI; see pages 500 and 518, No. 973.¹⁵ Lies in Groups III and VI; see pages 500 and 518, No. 978.¹⁶ Lies in Groups IV and V; see pages 502 and 506, No. 1027.¹⁷ Lies in Groups IV and V; see pages 504 and 510, No. 1100.¹⁸ Lies in Groups V and VI; see pages 508 and 516, No. 1218.¹⁹ Lies in Groups V and VI; see pages 508 and 516, No. 1240.²⁰ Lies in Groups V and VI; see pages 510 and 516, No. 1276.²¹ Lies in Groups VI, VIII, IX, and X; see pages 512, 522, 526, and 530, No. 1349. Covers operations of Atch., Top. & S. Fe R. R. under Receivership for six months ending December 31, 1895, and of Atch., Top. & S. Fe Ry. for six months ending June 30, 1896.²² Lies in Groups VIII and X; see pages 522 and 530, No. 1621.²³ Lies in Groups VI and VIII; see pages 512 and 522, No. 1369.²⁴ Lies in Groups VI and VII; see pages 512 and 520, No. 1387.²⁵ Lies in Groups VI and VIII; see pages 514 and 522, No. 1415.²⁶ Lies in Groups VI and VII; see pages 514 and 520, No. 1419.²⁷ Lies in Groups VI, VII, and X; see pages 514, 520, and 530, No. 1442.²⁸ Lies in Groups VI, VII, and X; see pages 514, 520, and 530, No. 1443.²⁹ Lies in Groups VI, VII, and X; see pages 518, 520, and 530, No. 1508.³⁰ Lies in Groups VII and VIII and outside the United States; see pages 520 and 524, No. 1604.³¹ Lies in Groups VIII and IX; see pages 524 and 526, No. 1691.³² Lies in Groups IX and X; see pages 526 and 532, No. 1816.

FOR THE YEAR ENDING JUNE 30, 1896.

B.—Fixed Charges.

roads lying in more than one group.]

14	15	16	17	18	19	20	No.
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.				SUMMARY OF EXPENDITURES.			
Rents paid for lease of road.	Taxes.	Permanent improve- ments charged to income account.	Other deductions.	Total of operating ex- penses and fixed charges. Cols. 2+10	Proportion assignable to opera- tion. $\frac{100 \times \text{Col. 2}}{\text{Col. 18}}$	Proportion assignable to fixed charges. $\frac{100 \times \text{Col. 10}}{\text{Col. 18}}$	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.	
1,903,956	128,134	-----	659,049	19,116,648	64.74	35.26	66
1,345,535	481,125	-----	1,078,112	24,594,062	72.24	27.76	171
-----	275,132	-----	60,000	6,404,105	66.96	33.04	741
621,881	310,535	-----	6,582	14,910,466	73.98	26.02	328
1,395,666	206,239	-----	-----	12,920,445	71.13	28.87	459
-----	582,109	-----	-----	13,171,298	75.29	24.71	789
-----	92,767	12,983	-----	1,899,028	72.36	27.64	798
-----	34,400	-----	61,889	466,283	69.57	30.43	839
1,140	31,954	-----	-----	660,416	83.59	16.41	840
46,356	285,934	-----	313,331	11,873,097	68.82	31.18	912
812,092	55,604	-----	-----	4,503,262	77.96	22.04	964
-----	-----	-----	-----	-----	-----	-----	970
-----	21,600	-----	-----	478,606	74.51	25.49	971
-----	90,000	-----	-----	2,193,619	71.28	28.72	973
91,300	519,678	-----	61,019	12,988,760	74.46	25.54	978
6,000	283,009	7,110	111,827	10,460,250	65.54	34.46	1027
1,490,228	584,061	-----	¹ 16,750	18,643,455	68.64	31.36	1100
2,890,496	1,051,358	-----	512,342	21,686,315	63.82	36.18	1218
2,325,285	408,134	-----	-----	21,063,053	65.27	34.73	1240
196,750	99,323	143,645	210	3,529,473	63.06	36.94	1276
-----	1,170,006	-----	431,788	20,868,412	74.70	25.30	1349
327,199	115,920	-----	-----	4,374,355	74.55	25.45	1621
-----	-----	-----	-----	-----	-----	-----	1367
-----	-----	-----	-----	212,090	-----	-----	1369
42,000	1,282,041	-----	549,449	24,571,340	65.19	34.81	1387
407,023	879,198	-----	279	15,954,666	71.12	28.88	1415
-----	321,511	-----	-----	6,797,153	73.97	26.03	1419
4,783,016	528,053	-----	-----	13,803,136	57.17	42.83	1442
-----	-----	-----	-----	3,505,885	-----	-----	1443
1,796,908	509,708	-----	1,494,583	23,858,518	51.08	48.92	1508
-----	581,730	-----	761,352	14,320,066	61.21	38.79	1604
366,250	284,286	-----	-----	11,020,595	69.80	30.20	1691
12,017,304	1,266,885	35,492	-----	37,161,682	63.21	36.79	1816

¹ Includes \$6,750, "interest on real estate mortgages."

TABLE V.

CHARGES AGAINST INCOME ON
ACCOUNT OF RAILWAY
CAPITAL

DURING

THE YEAR ENDING JUNE 30, 1896.

TABLE V.

CHARGES AGAINST INCOME BY
ACCOUNT OF CAPITAL
CAPITAL

AND THE FUNDING DEPT. OF THE

EXPLANATORY NOTE.

The statistics contained in this table were compiled on the basis of territorial grouping. The roads appearing in this table are, with a few exceptions, which are explained by footnotes, those filing annual reports in season for use in all tabulations. The "Supplement," page 575, contains totalized figures for certain roads lying in more than one group. The assignment of group data for such roads was made on the same basis as the assignment of railway capital in Table II, as explained on page 263.

The items in column 6 represent the interest on funded debt "accrued during year," and correspond with the items in Table IV-B, column 12. The "Miscellaneous" in column 8 represents only interest on interest-bearing current liabilities accrued, which is separately stated in Table IV-B, column 13. The rate appearing in column 9 of Table V is based upon entries in column 8 of this table, excluding "Miscellaneous," and column 12 of Table II.

540 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
	Total—Railways in the United States.	71,355,014	5.70	16,248,357	5.30	249,624,177	4.67	1345,696,611	3.19
	Group I.....	12,551,223	6.88	1,449,958	3.60	7,958,804	4.74	23,457,654	4.89
	Group II.....	30,155,115	6.45	825,303	5.87	53,932,742	4.75	87,090,520	3.83
	Group III.....	8,330,769	6.21	4,782,802	4.48	31,392,207	4.52	45,513,242	3.18
	Group IV.....	1,273,667	5.68	90,767	7.16	12,175,263	4.99	13,860,969	2.72
	Group V.....	2,618,357	4.47	194,771	5.64	21,017,820	4.56	24,821,310	2.81
	Group VI.....	12,886,592	4.47	7,617,789	6.41	50,932,788	4.81	72,638,444	3.77
	Group VII.....	2,302,746	4.18	468,976	6.23	13,651,007	5.43	16,522,859	3.81
	Group VIII.....	874,304	3.78	632,006	2.09	26,033,854	4.16	27,971,786	2.19
	Group IX.....	29,721	10.66	39,735	3.00	12,441,624	4.76	12,850,914	2.52
	Group X.....	332,520	3.35	146,250	5.00	20,088,068	4.57	20,968,913	1.94
	GROUP I.								
	Total—Group I.....	12,551,223	6.88	1,449,958	3.60	7,958,804	4.74	23,457,654	4.89
1	Bang. & Aroostook R. R.....					142,550	3.88	145,334	2.47
2	Bang. & Piscataq. R. R.....					73,750	6.02	73,750	4.66
6	Benningt. & Rutl. Ry.....	30,000	3.00			33,250	7.00	63,250	4.29
7	Boston & Alb. R. R.....	2,000,000	8.00			337,980	4.52	2,337,980	7.20
8	N. Brookf. R. R.....	3,000	3.00					3,000	3.00
9	Pittsf. & N. Adams R. R..	22,500	5.00					22,500	5.00
10	Prov., Web. & Springf. R. R.							4,856	.....
11	Ware Riv. R. R.....	52,500	7.00					52,500	7.00
12	Boston & Me. R. R.....	1,045,070	6.00	188,988	6.00	1,071,462	4.97	2,306,549	5.31
13	Boston & Lowell R. R.....	450,058	7.00			364,864	4.38	817,847	5.49
14	Cent. Mass. R. R.....			88,648	2.25	103,750	4.94	192,398	2.02
15	Conn. & Pass. Rivs. R. R.			125,000	5.00	76,000	4.00	201,000	4.57
16	Nash. & Lowell R. R.....	72,000	9.00			5,000	5.00	77,000	8.56
17	Peterborough R. R.....	15,400	4.00					15,400	4.00
21	Stony Brk. R. R.....	21,000	7.00					21,000	7.00
22	Wilton R. R.....	20,400	8.50					20,400	8.50
23	Conc. & Montreal R. R.....	12 478,350	7.00			230,000	4.18	708,350	5.58
24	Conc. & Ports. R. R.....	24,500	7.00					24,500	9.80
25	Frank. & Tilton R. R.....								.....
29	Nash., Acton & Boston R. R.								.....
30	New Boston R. R.....	2,800	4.00					2,800	3.33
31	Pemigewasset Vy. R. R.	32,256	6.00					32,256	5.96
33	Suncook Vy. R. R.....	14,400	6.00					14,400	4.21
37	Conn. Riv. R. R.....	258,000	10.00			91,600	4.00	349,600	7.18
38	Danvers R. R.....								.....
39	En. R. R. in N. H.....	22,163	3.00					22,163	3.00
40	Ports. & Dover R. R.....	46,140	6.00					46,140	6.00
41	Kennebunk & Kport. R. R.	2,925	4.50					2,925	4.50
42	Lowell & And. R. R.....	56,250	9.00					56,250	9.00
44	Manch. & Law. R. R.....	100,000	10.00			(13)		100,000	7.85
45	Newburyport R. R.....								.....
46	Portl., Saco & Ports. R. R.	90,000	6.00					90,000	6.00
47	Worc., Nash. & Roch. R. R.	153,220	5.00			71,040	4.02	233,252	4.60

¹ Includes \$8,469,063, "Interest on interest-bearing current liabilities." See page 539.² Includes \$1,497,669, "Interest on interest-bearing current liabilities." See page 539.³ Includes \$2,177,360, "Interest on interest-bearing current liabilities." See page 539.⁴ Includes \$1,007,464, "Interest on interest-bearing current liabilities." See page 539.⁵ Includes \$321,272, "Interest on interest-bearing current liabilities." See page 539.⁶ Includes \$990,362, "Interest on interest-bearing current liabilities." See page 539.⁷ Includes \$1,201,275, "Interest on interest-bearing current liabilities." See page 539.⁸ Includes \$100,130, "Interest on interest-bearing current liabilities." See page 539.⁹ Includes \$431,622, "Interest on interest-bearing current liabilities." See page 539.¹⁰ Includes \$339,834, "Interest on interest-bearing current liabilities." See page 539.¹¹ Includes \$402,075, "Interest on interest-bearing current liabilities." See page 539.¹² Paid direct to stockholders by the Boston & Me. R. R.¹³ Paid by the Boston & Me. R. R.

GROUP I. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	DESIGNATION OF ITEMS.							
		2 Divi- dends on com- mon stock.	3 Rate.	4 Divi- dends on pre- ferred stock.	5 Rate.	6 Interest on funded debt.	7 Rate.	8 Total, including miscel- laneous.	9 Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
	Boston & Me. R. R.—Contd.								
48	Me. Cent. R. R.	298,524	6.00			616,232	5.71	936,358	5.80
49	Belfast & Mooseh. L. R. R.	10,803	2.84	16,062	6.00	5,640	4.10	32,505	4.14
50	Dexter & Newpt. R. R.	7,320	6.00			10,500	6.00	17,820	6.00
51	Dexter & Piscataq. R. R.	6,100	5.00			7,000	4.00	13,100	4.41
52	En. Me. Ry.	9,000	4.50					9,000	4.50
53	European & N. Amer. Ry.	124,705	5.00			40,000	4.00	164,705	4.71
54	Knox & Linc. Ry.	10,000	5.00			68,790	4.05	78,790	4.15
55	Portl. & Ogdensb. Ry.	87,851	2.00			113,950	5.38	201,801	3.10
56	Upper Coos R. R.	21,000	6.00			45,185	4.33	66,185	4.75
57	Portl. & Roch. R. R.	35,524	6.00			(1)		35,524	5.04
58	St. J. & L. Cham. R. R.					66,400	2.95	66,400	1.09
59	Vt. Vy. R. R. of 1871.	60,000	6.00			40,000	5.00	100,000	5.56
60	Sullivan Co. R. R.	40,000	8.00			14,280	4.00	54,280	6.33
61	York Harb. & B. R. R.	12,000	4.00					12,000	4.00
63	Bridgton & Saco Riv. R. R.	1,800	2.00			6,390	6.00	8,190	4.17
64	Bristol R. R.					4,000	4.00	4,000	2.00
66	Canadian Pac. Ry.: ² [Line in Maine.]								
67	Internat. Ry. of Me.								
68	Aroostook Riv. R. R.					60,440	1.72	60,440	1.04
69	Houlton Brh. R. R.								
70	Montreal & Atl. Ry.							30,382	
71	Newpt. & Richf. R. R.					17,500	5.00	17,500	2.50
73	Cent. Vt. R. R.					26,250	6.18	127,893	1.84
74	Burl. & Lamoille Vy. R. R.	10,000	2.50					10,000	2.50
75	Consol. R. R. of Vt.					350,000	5.00	350,000	4.35
78	New London Nn. R. R.	135,000	9.00			68,120	4.54	203,120	6.77
80	Clarendon & Pittsf. R. R.								
81	Pittsf. & Rutl. R. R.								
82	Fitchburg R. R.			595,096	4.00	1,001,310	4.50	1,597,284	3.42
83	Troy & Benningt. R. R.	9,048	6.00			1,680	6.72	10,728	6.10
84	Vt. & Mass. R. R.	191,580	6.00			50,000	5.00	241,580	5.76
85	Frank. & Megantic R. R.					4,185	5.90	5,547	3.67
86	Kingf. & Dead Riv. R. R.					1,500	5.00	1,500	2.63
87	Georges Vy. R. R.					3,000	6.00	3,000	2.00
88	Grafton & Upton R. R.					10,900	4.07	10,900	2.10
89	Gr. Trunk Ry.: ³								
90	Atl. & St. Law. R. R.	329,040	6.00			206,280	6.00	535,320	6.00
91	Norway Brh. R. R.								
92	Lewiston & Aub. Ry.	18,000	6.00					18,000	6.00
93	Hoosac Tun. & Wilm. R. R.	2,500	1.00			8,550	4.86	15,112	2.59
94	Kennebec Cent. R. R.	2,400	6.00			1,500	5.00	4,198	5.47
95	Lime Rock R. R.	15,750	3.50			20,253	5.40	39,064	4.36
97	Mer., Waterb. & Conn. Riv. R. R. ⁴								
98	Monson R. R.					4,200	6.00	4,774	3.00
99	Montp. & Wells Riv. R. R.								
100	Barre Brh. R. R.	4,800	6.75					4,800	6.75
101	Moshassuck Vy. R. R.								
104	Narragansett Pier R. R.	8,028	6.00			6,678	7.00	14,706	6.42
106	New England R. R. ⁵					250,250	5.00	858,934	.84
107	Milf. & Woonsocket R. R.					3,000	5.00	3,000	1.44
108	Milf., Frank. & Prov. R. R.	3,500	3.50			600	6.00	4,100	3.73
109	Norwich & Worc. R. R.			221,536	8.00	24,000	6.00	245,536	7.73
110	Prov. & Springf. R. R.	31,047	6.00			37,500	5.00	68,547	5.41
111	R. I. & Mass. R. R. in Mass.	10,000	10.00					10,000	10.00
112	R. I. & Mass. R. R. of R. I.	9,000	5.00					9,000	5.00
113	Rockville R. R. ⁶	675	1.00	2,400	6.00			4,089	2.83
114	Woonsocket & Pascoag R. R.	10,000	5.00			5,000	5.00	15,000	5.00

¹ Paid by the Boston & Me. R. R.² Inserted to show relation of five roads following, the first three of which constitute the "Line in Maine" of Canadian Pac. Ry. See page 575, No. 66, for figures covering Canadian Pac. Ry.³ Files no report; inserted to show relation of three roads following.⁴ Report for period, July 1, 1895 to May 30, 1896.⁵ Report for ten months ending June 30, 1896. Reorganization of N. Y. & New Eng. R. R.⁶ Report for year ending September 30, 1896.

542 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP I. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8	9
		DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>
110	N. Y. & New Eng. R. R. ¹					133,350	.77	148,826	.77
115	N. Y., New Hav. & Hartf. R. R.	3,608,542	8.00			202,000	4.70	4,459,808	7.36
116	Berkshire R. R.	36,000	6.00					36,000	6.00
117	Boston & N. Y. Air Line R. R.			119,940	4.00	25,000	5.00	146,690	3.32
118	Colchester Ry.					1,750	7.00	1,750	3.50
119	Chatham R. R.					1,665	6.33	1,665	1.76
120	Danb. & Norwalk R. R.	30,000	5.00			33,500	5.15	63,500	5.08
121	Harlem Riv. & Port Ches- ter R. R.					170,000	5.67	170,000	5.59
122	Housatonic R. R.	28,758	1.00			149,000	4.97	177,758	3.01
123	Naugatuck R. R.	200,000	10.00			6,000	4.00	206,000	9.58
124	New Hav. & Derby R. R.	17,880	4.00			73,300	5.73	91,180	5.28
125	New Hav. & Northamp. Co. Holyoke & Westf. R. R.	73,800	3.00			233,000	5.97	306,800	4.82
126	Holyoke & Westf. R. R.	10,400	4.00			11,600	4.46	22,000	4.23
127	Old Colony R. R.	1,087,737	7.00			643,242	4.41	1,747,653	5.68
128	Boston & Prov. R. R.	400,000	10.00			86,800	4.00	486,800	7.89
129	Attleb. Brh. R. R.	9,219	7.00					9,219	7.00
130	Fall Riv. R. R.					10,000	5.00	10,000	2.50
132	Plymouth & Middleb. R. R.					11,250	5.00	11,250	3.69
133	Prov., War. & Bristol R. R.	14,365	5.00	7,506	5.00			23,396	5.00
135	Prov. & Worc. R. R.	350,000	10.00			90,000	6.00	440,000	8.80
136	Shore Line Ry.	72,500	7.25			9,000	4.50	81,500	6.79
137	Stockbridge & Pittsf. R. R.	26,922	6.00					26,922	6.00
138	W. Stockbridge R. R.	1,881	4.75					1,881	4.75
139	Shepaug, Litchf. & Nn. R. R.								
140	Phillips & Rangeley R. R.					10,000	5.00	11,798	3.34
141	Portl. & Rumf. Falls Ry.	15,000	5.00			35,949	4.87	58,592	4.91
144	Rockport R. R.	2,046	6.82					2,046	6.82
146	Rutland R. R.			84,782	2.00	186,616	5.34	275,374	2.66
147	Addison R. R.								
148	St. Croix & Penobscot R. R.					7,866	6.00	7,866	3.40
149	Sandy Riv. R. R.	6,000	6.00			10,000	5.00	17,825	5.33
151	Sebasticook & Mooseh. R. R.					1,250	2.50	1,250	.71
152	Somerset Ry.					11,250	5.00	14,598	1.17
153	S. Manch. R. R.								
154	Un. Freight R. R.	21,000	7.00					21,000	7.00
156	Wood Riv. Brh. R. R.					3,107	5.50	3,349	2.67
157	Woodstock Ry.	11,246	4.50					11,246	4.50

¹ Report for two months ending August 31, 1895. Reorganized as New Eng. R. R.

GROUP II. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	DESIGNATION OF ITEMS.							
		2 Divi- dends on com- mon stock.	3 Rate.	4 Divi- dends on pre- ferred stock.	5 Rate.	6 Interest on funded debt.	7 Rate.	8 Total, including miscel- laneous.	9 Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
	Total—Group II.....	30,155,115	6.45	825,303	5.87	53,932,742	4.75	87,090,520	3.83
160	Addison & Pa. Ry					15,894	4.18	34,516	1.39
161	N. Y. & N. Pa. R. R.					3,000	6.00	3,000	2.00
162	Allegh. & Kinzua R. R.								
163	Altoona & Philipsb. Con. R. R.					3,250	5.00	3,250	.69
165	Annap., Wash. & Balt. R. R.	15,194	4.25					15,194	4.24
166	Bachman Vy. R. R.								
167	Balt. & Annap. S. Line R. R.					18,000	3.00	18,000	1.20
168	Balt. & Del. Bay R. R.					18,750	5.00	18,750	2.53
170	Balt. & Lehigh Ry.					5,853	6.89	5,853	.63
171	Balt. & Ohio R. R. ¹			150,000	3.00	2,930,818	4.77	3,148,225	3.44
	[Line east of Ohio Riv.]								
173	Balt. & Phila. R. R.					217,800	4.50	217,800	4.36
174	Balt. Belt R. R.					412,500	4.85	412,500	2.84
175	Confluence & Oakl. R. R. ..					10,000	5.00	10,000	2.50
176	Fairmt., Morg. & Pittsb. R. R.					135,000	4.50	135,000	2.25
179	Metropolitan Sn. R. R.								
180	Ohio & Balt. S. Line Ry. (En. Div.)					25,000	5.00	25,000	3.16
181	Parkersburg Brh. R. R.					180,000	6.00	290,846	2.71
182	Pittsb. & Connellsv. R. R. ..					1,178,893	11.07	1,611,906	9.35
183	Berlin R. R.								
185	Mt. Pleas. & Broad F. R. R.								
186	Somerset & Cambria R. R.					30,725	5.13	30,725	1.92
187	Schuyl. Riv. E. Side R. R. ..					225,000	5.00	225,000	2.50
188	S. Brh. R. R. (of W. Va.) ..					16,000	8.00	16,000	4.84
190	Wash. Co. R. R.								
191	Wheel., Pittsb. & Balt. R. R.					275,000	5.00	275,000	2.50
193	Bay Ridge & Annap. R. R.					3,000	6.00	3,000	3.00
194	Berkeley Spgs. & Pot. R. R. ..								
195	Salisbury R. R.	18,765	18.00	1,644	12.00	10,500	7.00	30,909	11.53
196	Sharpsville R. R.							7,645	
198	Bang. & Portl. Ry.	7,266	6.00			19,200	6.00	26,466	6.00
199	Easton & Nn. R. R.					1,125	2.25	1,125	.32
200	Barclay R. R.					3,250	6.42	3,250	.46
201	Bare Rock R. R.								
202	Bath & Hammondspt. R. R. ..					15,000	5.00	15,449	3.75
205	Bloomsb. & Sullivan R. R.					29,950	5.00	29,950	2.50
206	Bradf. & Wn. Pa. R. R.								
207	Bradf., Bord. & Kinzua Ry. ..								
210	Brownstone & Middlet. R. R. ..								
212	Buff. & Susq. R. R.	55,500	5.00			64,215	4.70	119,715	4.15
	{ Wellsv., Couderspt. & Pine Ck. R. R. ²	2,508	4.00			615		3,123	
213	{ Wellsv., Couderspt. & Pine Ck. R. R. ³					615	6.00	615	4.49
214	Buff., Attica & Arcade R. R.					1,633	5.44	1,633	.45
216	Buff., Roch. & Pittsb. Ry.					588,511	5.52	634,371	2.60
217	Clearf. & Mahon. Ry.	39,000	6.00			32,500	5.00	71,500	5.50
218	Johnsonb. & Bradf. R. R.					2,000	.48	24,033	.24
220	{ Mahon. Vy. R. R. ⁴								
	{ Mahon. Vy. R. R. ⁵								
222	Cammal & Black Forest Ry.								
223	Catasauqua & Fogelsv. R. R. ..	12,807	3.00			8,100	6.00	20,907	3.72
224	Cats. Mtn. Ry.					3,844	1.27	3,844	.98
225	Cairo R. R.	1,374	6.00			1,500	6.00	2,874	5.82
226	Cent. N. Y. & Wn. R. R.					12,100	5.00	12,773	.97
227	Cent. Pa. & Wn. R. R.					31,000	5.00	31,000	.50

¹ Group figures assigned by this Office. See page 575, No. 171, for totals covering entire road.

² Report for six months ending December 31, 1895. ³ Report for six months ending June 30, 1896.

⁴ Report for ten months ending April 30, 1896.

⁵ Report for two months ending June 30, 1896.

544 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP II. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8	9
		DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
228	Cent. R. R. of N. J.....	1, 124, 850	5. 00			2, 625, 292	5. 25	3, 769, 351	5. 17
229	Beaver Meadow, Tresckow & New Boston R. R.								
241	Lehigh & Lack. R. R.					17, 123	2. 85	17, 123	1. 76
242	Wind Gap & Del. R. R.								
243	Lehigh & Susq. R. R.								
244	Tresckow R. R.								
251	Nesquehoning Vy. R. R.	70, 930	5. 00					70, 930	5. 00
253	N. Y. & Long Brh. R. R.	140, 000	7. 00			82, 100	5. 00	222, 100	6. 10
255	Ogden Mine R. R.	22, 500	5. 00					22, 500	5. 00
263	Wilkesb. & Scrans. Ry.	25, 000	5. 00			22, 500	4. 50	47, 500	4. 75
264	Cent. R. R. of Pa.					36, 000	6. 00	43, 421	2. 00
73	Cent. Vt. R. R.: ¹								
265	Ogdensb. & L. Cham. R. R.					222, 880	4. 63	222, 880	2. 90
266	Sar. & St. Law. R. R.					5, 000	5. 00	5, 000	2. 78
267	Chambersb. & Gettysb. R. R.								
268	Chateaugay R. R.								
269	Chateaugay Ry.					12, 000	6. 00	12, 000	3. 26
271	Clarion Riv. Ry.	7, 200	6. 00					7, 760	6. 00
272	Clove Brh. R. R.								
273	Con. Term. R. R.					25, 000	5. 00	25, 000	4. 81
274	Cooperst. & Charl. Vy. R. R.							2, 281	
275	Cooperst. & Susq. Vy. R. R.					9, 980	5. 00	9, 980	1. 96
276	Cornwall R. R.							555	
277	Cornwall & Leb. R. R.	32, 000	4. 00			40, 000	5. 22	72, 000	4. 60
278	Couderspt. & Port Alleg. R. R.	6, 000	3. 00			8, 375	3. 42	14, 375	2. 93
280	Cumb. & Pa. R. R.					50, 000	5. 00	50, 000	2. 00
281	Dansv. & Mt. Mor. R. R.					7, 500	5. 00	7, 500	3. 75
282	Del. & Hud. Canal Co.	² 2, 450, 000	7. 00			³ 350, 000	6. 54	2, 800, 000	7. 87
283	Alb. & Susq. R. R.	245, 000	7. 00			682, 500	6. 50	927, 500	6. 62
288	Renss. & Sar. R. R.	800, 000	8. 00			140, 000	7. 00	940, 000	7. 83
289	Alb. & Vt. R. R.	18, 000	3. 00					18, 000	3. 00
290	Glens Falls R. R.					700	7. 00	700	. 66
291	Rutl. & Whiteh. R. R.	15, 342	6. 00					15, 342	6. 00
292	Sar. & Schen. R. R.	31, 500	7. 00					31, 500	7. 00
293	Ticonderoga R. R.	925	5. 00	575	5. 00	1, 800	6. 00	3, 300	5. 50
294	Adirondack Ry.					45, 000	4. 47	45, 000	1. 25
295	Del., Lack. & Wn. R. R.	⁴ 1, 834, 000	7. 00			214, 690	7. 00	2, 146, 055	7. 00
296	Cayuga & Susq. R. R.	53, 020	9. 00					53, 020	9. 00
297	Greene R. R.	12, 000	6. 00			14, 000	7. 00	26, 000	6. 50
298	Mor. & Essex R. R.	1, 050, 000	7. 00			1, 661, 430	6. 71	2, 711, 430	6. 82
299	Chester R. R.					4, 000	4. 00	4, 000	1. 99
300	Mor. & Essex Ex. R. R.	8, 840	4. 00					8, 840	4. 00
301	Newk. & Bloomf. R. R.	6, 231	6. 00					6, 231	6. 00
302	N. Y., Lack. & Wn. Ry.	500, 000	5. 00			1, 170, 000	5. 32	1, 670, 000	5. 22
303	Oswego & Syr. R. R.	118, 836	9. 00			64, 060	5. 79	182, 896	7. 54
304	Passaic & Del. R. R.	5, 553	5. 00					5, 553	5. 00
305	Passaic & Del. Ex. R. R.	4, 000	4. 00					4, 000	4. 00
306	Syr. & Baldwinsv. Ry.					1, 063	. 92	1, 063	. 51
307	Utica, Chen. & Susq. Vy. Ry.	240, 000	6. 00					240, 000	6. 00
308	Valley R. R. (of N. Y.)	37, 500	5. 00			20, 000	5. 00	57, 500	5. 00
309	Warren R. R.	126, 000	7. 00			94, 500	7. 00	220, 500	7. 00
310	Han. & Newpt. R. R.								
311	Hopatecong R. R.								
312	Lack. & Montrose R. R.								
313	Sussex R. R.					16, 555	7. 00	16, 555	. 88
314	Syr., Bing. & N. Y. R. R.	200, 000	8. 00			137, 620	7. 00	337, 620	7. 56
315	Del. Riv. R. R.					3, 250	5. 00	3, 250	1. 12
317	Del., Susq. & Schnyl. R. R.					36, 000	6. 00	36, 000	1. 71
322	E. Broad Top R. R. & Coal Co.					22, 573	4. 16	22, 573	1. 66
326	Emmitsburg R. R.					2, 080	3. 00	2, 080	1. 71
327	Emp. & Rich Vy. R. R.								

¹ Inserted to show relation of two roads following.² Includes dividends paid on \$30,838,550, apportioned "to other properties."³ Includes interest applying to funded debt apportioned "to other properties."⁴ Includes dividends paid on \$10,000,000, apportioned "to other properties."

GROUP II. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
328	Erie R. R. ¹ [Line east of Sala- manca, N. Y.]					2,417,043	2.62	2,418,251	1.24
330	Avon, Geneseo & Mt. Mor. R. R.	8,438	3.75					8,438	3.75
340	Goshen & Deckert. Ry.	3,848	4.00			14,790	6.00	18,638	5.44
344	Montg. & Erie Ry.	6,750	4.50			8,525	4.82	15,275	4.67
347	N. Y. & Greenwood L. Ry. ²					13,667	.45	19,235	.44
353	Nn. R. R. of N. J.	40,000	4.00			39,240	6.00	79,240	4.79
354	Nyack & Nn. R. R.					9,000	6.00	9,000	4.00
355	Pat. & Hud. Riv. R. R.	50,400	8.00					50,400	8.00
356	Pat. & Ramapo R. R.	23,840	8.00					23,840	8.00
357	Un. R. R. (of N. Y.)								
359	Roch. & Genesee Vy. R. R.	33,312	6.00					33,312	6.00
362	Tioga R. R. ³					21,031	2.66	21,031	1.53
364	N. J. & N. Y. R. R.					49,817	5.43	49,817	1.58
368	Erie & Wyo. Vy. R. R.					180,000	6.00	213,547	4.00
369	Fall Brk. Ry.	270,000	6.00	35,000	7.00	19,200	11.29	324,200	6.27
370	Pine Ck. Ry.					210,000	6.00	270,942	4.67
371	Syr., Geneva & Corng. Ry.	106,000	8.00			76,990	6.11	182,990	7.08
372	Falls Ck. R. R.								
373	Fonda, Johnst. & Glov. R. R.	18,000	6.00			33,000	6.60	51,964	6.37
378	Genesee & Wyo. Vy. Ry.					27,600	5.52	27,600	2.89
379	George's Ck. & Cumb. R. R.	100,000	10.00			32,160	5.35	132,160	8.25
89	Gr. Trunk Ry. ⁴								
380	U. S. & Can. R. R.					11,250	2.60	11,250	1.70
381	Gray's Run R. R.								
383	Greenlick Ry.								
384	Greenwich & Johnsonv. Ry.	11,800	10.00					11,800	10.00
388	Hunters Run & Slate Belt R. R.							757	
389	Hunt. & Broad Top Mtn. R. R. & Coal Co.	54,870	4.00	140,000	7.00	106,190	3.67	302,350	4.80
390	Ironton R. R.	24,000	12.00					24,000	12.00
391	Island R. R.					15,000	6.00	15,000	3.33
393	Kanona & Prattsbr. R. R.							9,600	
394	Keesev., Ausable Chasm & L. Cham. R. R.					1,800	6.00	1,982	2.96
395	Ketner, St. Mary's & Shaw- mut R. R.								
396	Keystone R. R.								
362	Kinderhook & Hud. Ry. Co. ⁵					10,080	2.69	11,077	1.85
399	Kishacoquillas Vy. R. R.					150	5.00	150	.21
400	L. Cham. & Moriah R. R.								
401	Lanc. & Read. N. G. R. R.								
402	Lanc., Oxf. & Sn. R. R.								
403	Lebanon Spgs. R. R.							1,200	
404	Lehigh & Hud. Riv. Ry.					111,237	5.24	132,164	3.21
406	Orange Co. R. R.								
407	Lehigh & Pavilion R. R.								
408	Lehigh Vy. R. R.					1,998,990	5.69	1,998,990	2.65
409	Buff. Ck. R. R.	17,500	7.00			26,900	5.51	44,400	6.02
410	Canastota Nn. R. R.					18,000	6.00	18,000	3.60
411	Easton & Amb. R. R.					300,000	5.00	300,000	2.50
412	Lehigh Vy. Term. Ry.					500,000	4.54	500,000	2.38
413	Perth Amb. & Raritan Ry.								
414	Pittstown Brh. Ry.								
415	Elm., Cort. & Nn. R. R.					{ 6 53,750 7 53,750	5.38	{ 53,750 53,750	2.69
416	Lehigh & New Eng. R. R.								

¹ Report for seven months ending June 30, 1896. Reorganization of N. Y., L. Erie & Wn. R. R. See page 575, No. 328, for totals covering entire road.

² Report for ten months ending April 30, 1896. ³ Report for five months ending November 30, 1895.

⁴ Files no report; inserted to show relation of road following.

⁵ Report for eight months ending February 29, 1896. Reorganized as Kinderhook & Hud. Ry.

⁶ Operating report for six months ending December 31, 1895.

⁷ Financial report for six months ending June 30, 1896.

GROUP II. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	2 3 4 5 6 7 8 9 DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
	Lehigh Vy. R. R.—Contd.								
418	Lehigh & N. Y. R. R. ¹					40,000	2.00	40,000	1.00
419	Lehigh Vy. Ry.					675,000	4.50	675,000	3.23
420	Hayt's Cor., Ovid & Wil. R. R.								
421	Loyalsock R. R.								
422	Middlesex Vy. R. R.					{ 2 725 3 9,375	1.67	{ 725 9,375	.90
423	Pa. & N. Y. Canal & R. R. Co.					530,000	5.30	530,000	4.79
424	Wav. & State Line R. R.								
425	Roch. Sn. R. R.								
426	Schuyl. & Lehigh Vy. R. R.					100,000	5.00	100,000	2.50
427	State Line & Sullivan R. R.					16,800	7.30	16,800	1.04
428	Wilkes B. & Harveys L. R. R.								
429	Ligonier Vy. R. R.	9,600	6.00			3,750	5.00	13,350	5.68
431	Little Falls & Dolgev. R. R.					19,500	6.00	19,500	3.39
432	Little Saw Mill Run R. R.	4,324	3.00			10,834	7.71	15,158	5.33
433	Livonia & L. Conesus R. R. ⁴								
434	Long I. R. R. ⁵								
440	N. Y., Bklyn. & Manh. B. Ry.			⁶ 32,500	5.00	95,425	5.53	127,925	4.61
447	Manahawkin & Long B. Transp. Co.								
450	McKeespt. Con. R. R.								
451	Medix Run R. R.								
455	Monongahela Con. R. R.	31,500	7.00			12,000	6.00	43,500	6.69
456	Monongahela Riv. R. R.					43,764	4.84	43,764	1.99
457	Montour R. R.								
458	Montrose Ry.								
460	Mt. Hope Minl. R. R.	12,800	8.00					12,800	8.00
461	Mt. Jew. & Smethpt. R. R.	2,625	1.75					2,625	1.75
462	Mt. Jew., Kinzua & Riterv. R. R.					3,875	6.46	4,358	2.77
463	Kinzua Hemlock R. R.								
464	Mt. McGregor R. R.								
465	Mt. Penn Gravity R. R.					3,600	3.62	3,600	1.59
466	National Docks Ry.								
467	New Hav. & Dunbar R. R.								
470	N. Y. Cent. & Hud. Riv. R. R.	4,000,000	4.00			4,026,760	5.72	8,148,626	4.71
471	Amst., Chucta. & Nn. R. R.								
472	Carth. & Adirondack Ry.					44,000	4.00	44,000	2.75
473	Gouverneur & Oswe- gatchie R. R.					15,000	5.00	15,000	2.31
474	Mohawk & Malone R. R.					178,000	2.78	178,000	1.63
475	N. J. Jctn. R. R.					68,000	4.00	68,000	3.78
476	N. Y. & Harlem R. R.	691,684	8.00	108,316	8.00	840,000	7.00	1,640,000	7.45
477	N. Y. & Putnam R. R.					221,000	4.23	221,000	1.88
478	Mahopac Falls R. R.								
479	N. Y. Cent. Niag. Riv. R. R.								
480	Rome, Watert. & Ogdensb. R. R.	⁷ 500,000	5.00			⁸ 576,860	5.24	1,078,787	5.13
482	Niag. Falls Brh. R. R.								
483	Oswego & Rome R. R.					⁸ 44,500	5.93	44,500	4.56
484	Utica & Black Riv. R. R.	⁷ 155,610	7.00			⁸ 84,000	4.20	239,610	5.67
485	Carth., Watert. & Sack. Harb. R. R.	18,600	4.00	860	4.00	15,000	5.00	34,460	4.38
486	Spuy. Duy. & Port Mor. R. R.	79,120	8.00					79,120	8.00

¹ Report for period, August 24, 1895 to June 30, 1896. Reorganization of Sn. Cent. R. R.² Operating report for five months ending November 30, 1895.³ Financial report for seven months ending June 30, 1896.⁴ Report for five months ending June 30, 1896.⁵ Report not filed; inserted to show relation of road following.⁶ Guaranteed by Long I. R. R.⁷ Paid directly to stockholders by N. Y. Cent. & Hud. Riv. R. R., lessee.⁸ Paid directly to bondholders by N. Y. Cent. & Hud. Riv. R. R., lessee.

GROUP II. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1	2	3	4	5	6	7	8	9
	DESIGNATION OF ITEMS.								
	Abbreviated name of road.	Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
	N. Y. Cent. & Hud. Riv. R. R.—Continued.								
487	Tivoli Hollow R. R.								
488	Troy & Greenbush R. R.	19,208	7.00					19,208	7.00
489	Troy Un. R. R.								
490	W. Shore R. R.					2,000,000	4.00	2,000,000	3.33
491	Beech Ck. R. R.	220,000	4.00			225,000	4.09	469,452	4.05
492	Buff. Erie Basin R. R.								
493	St. Law. & Adirondack Ry					32,000	5.00	32,000	2.60
494	Wallkill Vy. R. R.					40,600	7.00	40,600	4.46
459	N. Y., L. Erie & Wn. R. R. ¹					2,029,013	2.49	2,128,973	1.21
496	N. Y., Ont. & Wn. Ry.					610,875	4.38	² 605,371	.85
497	Ont., Carb. & Scran. Ry.					75,000	5.00	75,000	2.50
498	Rome & Clinton R. R.	21,581	6.25					21,581	6.25
499	Utica, Clinton & Bing. R. R.	25,960	4.00	³ 10,000	5.00	40,000	5.00	75,960	4.61
500	Wharton Vy. Ry.					3,750	5.00	3,750	2.59
501	N. Y., Phila. & Norf. R. R.					119,888	4.04	169,936	2.56
502	N. Y., Susq. & Wn. R. R.					⁴ 669,618	5.06	693,322	1.71
507	Wilkesb. & En. R. R.					150,000	5.00	150,000	2.50
508	Newb., Dutch. & Conn. R. R.					11,300	.81	11,817	.45
509	Newpt. & Shermans Vy. R. R.					6,250	4.42	10,931	2.29
510	Niag. Jctn. Ry.								
513	Nn. N. Y. R. R.					27,120	4.00	27,120	1.62
514	Oil Cy. & Ridg. Ry. & Min. Co								
515	Olean, Oswayo & En. R. R.					4,200	6.00	4,200	3.00
516	Oregon & Tex. Ry.								
517	Owasco Riv. Ry.								
917	Pennsylvania Co.: ⁵								
518	Waynesb. & Wash. R. R.					6,923	7.00	6,923	3.45
519	Pennsylvania R. R.	6,465,064	5.00			4,839,611	5.49	11,304,675	5.20
520	Bald Eagle Vy. R. R.	140,625	10.00			20,400	6.07	161,025	8.61
521	Bedford & Bridgpt. Ry.	30,000	5.00			85,000	5.00	115,000	5.00
522	Bustleton R. R.								
523	Cambria & Clearf. R. R.					63,950	5.00	63,950	2.48
524	Col. & Port Deposit Ry.	30,000	3.00			72,000	4.00	102,560	3.68
525	Cols., Kink. & Springf. R. R.					9,086	7.00	9,086	4.64
526	Cresson & Irvona R. R.					20,000	4.00	20,000	2.00
527	Del. Riv. R. R. & Brg. Co. ⁶								
528	Downingt. & Lanc. R. R.					12,000	4.00	12,000	1.70
529	Ebensb. & Black Lick R. R.					5,000	5.00	5,000	1.11
530	Engleside R. R.								
531	Fair H. R. R. ⁷								
532	Freeh. & Jamesb. Agricul. R. R.	17,676	6.00			26,416	5.30	44,092	5.55
533	Fred. & Pa. Line R. R.					15,000	6.00	15,000	1.46
534	Han. & York R. R.					6,000	4.00	6,000	1.26
535	Harrisb., Ports., Mt. Joy & Lanc. R. R.	82,779	7.00			28,000	4.00	110,779	5.89
536	Johnsonburg R. R.					12,000	6.00	12,000	3.00
537	Kennington & Tacony R. R.	14,216	4.00					14,216	4.00
538	Lewisb. & Tyrone R. R.					14,709	5.00	14,709	.98
539	Mifflin & Centre Co. R. R.					12,000	6.00	12,000	3.26
540	Millst. & New Bruns. R. R.								
541	Nescopee R. R.					10,000	5.00	10,000	2.18
542	N. Y. Bay R. R.								
543	N. & W. Brh. Ry.	120,000	8.00			90,000	6.00	210,000	7.00
544	Pa. Schuyl. Vy. R. R.					350,000	5.00	350,000	2.48
545	Perth Amb. & Woodbrg. R. R.	22,840	10.00			4,000	4.00	26,840	8.17
546	Phila. & B. Hav. R. R.								
547	Phila. & Erie R. R.					1,047,470	5.29	1,047,470	3.47
548	Phila. & L. Brh. R. R.					37,500	5.00	37,500	2.48
549	Phila., Germant. & Chest. H. R. R.					56,835	4.50	56,835	2.25

¹ Report of Receivers for five months ending November 30, 1895. Reorganized as Erie R. R.

² Miscellaneous credit item, \$5,504, deducted.

³ Represents 5 per cent on \$200,000, guaranteed to city of Utica.

⁴ Excludes \$47,969, interest on equipment trust obligations.

⁵ Inserted to show relation of road following.

⁶ Report for period, April 19 to June 30, 1896. ⁷ Report for five months ending June 30, 1896.

GROUP II. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8	9
		DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
550	Pennsylvania R. R.—Contd. Pittsb., Va. & Charleston Ry.	171,631	5.00	.....	.....	154,395	4.50	326,026	4.75
551	Pomeroy & Newk. R. R. ....	.....	.....	.....	.....	.....	.....	.....	.....
552	Ridg. & Clearf. R. R.	29,460	6.00	.....	.....	24,550	5.00	54,010	5.50
553	Riverfront R. R.	15,000	5.00	.....	.....	13,080	4.36	28,080	4.68
554	S. Fork R. R. ....	.....	.....	.....	.....	.....	.....	.....	.....
555	S. W. Pa. Ry.	179,988	12.00	.....	.....	63,000	7.00	242,988	10.04
556	Sunb. & Lewistown Ry.	120,000	20.00	.....	.....	35,000	7.00	155,000	14.09
557	Sunb., Haz. & Wilkesb. Ry.	100,000	10.00	.....	.....	131,000	5.57	231,000	6.90
558	Susq. & Clearf. R. R. ....	.....	.....	.....	.....	14,250	5.00	14,250	2.49
559	Tipton R. R. ....	.....	.....	.....	.....	.....	.....	.....	.....
560	Trenton Del. Brg. Co.	5,967	3.00	.....	.....	26,500	7.57	32,467	5.00
561	Tyrone & Clearf. Ry.	50,000	5.00	.....	.....	50,000	5.00	100,000	5.00
562	United N. J. R. R. & Canal Co.	2,124,040	10.00	.....	.....	930,200	4.65	3,054,240	7.40
563	Belvidere Del. R. R.	194,300	15.50	.....	.....	132,080	4.73	326,380	8.06
564	Camden & Burl. Co. R. R.	22,916	6.00	.....	.....	21,000	6.00	43,916	6.00
565	Mt. Holly, Lumb. & Medf. R. R.	5,739	6.00	.....	.....	5,250	7.00	10,989	6.44
566	Phila. & Trenton R. R.	49,410	10.00	.....	.....	.....	.....	49,410	3.92
567	Connecting Ry.	76,698	6.00	.....	.....	59,460	6.00	136,158	6.00
568	Rocky H. R. R. & Transp. Co.	1,122	6.00	.....	.....	.....	.....	1,122	2.46
569	Vincentown Brh. R. R.	1,900	6.00	.....	.....	.....	.....	900	2.25
570	W. Chester R. R.	8,250	5.00	.....	.....	3,750	5.00	12,000	5.00
571	Wn. Pa. R. R.	142,000	8.00	.....	.....	185,049	4.62	327,049	5.66
572	Allegh. Vy. Ry. ....	.....	.....	.....	.....	1,087,897	6.47	1,087,897	2.48
574	Camden & Atl. R. R. ² ....	.....	.....	44,013	5.00	92,945	4.58	138,451	4.16
575	Phila., Marl. & Medf. R. R. ²	.....	.....	.....	.....	³ 2,125	2.50	2,125	1.13
573	Cumb. Vy. R. R.	103,436	8.00	38,792	8.00	21,640	8.00	163,868	8.00
574	Cumb. Vy. & Martinsb. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
575	Dillsb. & Mechs. R. R. ....	.....	.....	.....	.....	6,000	6.00	6,000	3.16
576	Sn. Pa. Ry. & Min. Co. ....	.....	.....	.....	.....	43,750	7.00	43,750	3.07
577	Mont Alto R. R. ....	.....	.....	.....	.....	7,500	6.00	7,500	3.19
578	Junction R. R. (of Phila.)	12,500	5.00	.....	.....	37,125	5.12	50,691	5.09
579	Nn. Cent. Ry.	526,267	7.00	.....	.....	783,575	5.58	1,309,842	6.07
580	Elm. & L. Ont. R. R. ....	.....	.....	.....	.....	25,000	5.00	25,000	1.25
581	Elm. & Williamspt. R. R.	22,900	4.58	31,900	6.38	88,140	5.67	142,940	5.60
582	Lykens Vy. R. R. & Coal Co.	45,000	7.50	.....	.....	.....	.....	45,000	7.50
583	Sham. Vy. & Pottsv. R. R.	52,167	6.00	.....	.....	140,000	7.00	192,167	6.70
585	Un. R. R. (of Balt.)	381,000	28.00	.....	.....	36,000	6.00	417,000	14.70
586	Phila., Wilm. & Balt. R. R.	827,355	7.00	.....	.....	255,200	4.45	1,082,932	6.17
587	Balt. & Pot. R. R. ....	.....	.....	.....	.....	420,000	5.60	439,238	3.22
588	Catonsv. S. Line R. R. ....	.....	.....	.....	.....	2,700	6.00	2,700	2.57
589	Cambridge & Seaf. R. R. ....	.....	.....	.....	.....	.....	.....	.....	.....
590	Delaware R. R.	161,240	6.00	.....	.....	22,500	4.50	183,740	5.76
591	Del. & Ches. Ry. ....	.....	.....	.....	.....	16,000	4.00	16,000	1.60
592	Del., Md. & Va. R. R. ....	.....	.....	.....	.....	37,550	3.63	37,550	2.40
593	Phila. & Balt. Cent. R. R. ....	.....	.....	.....	.....	104,000	4.73	105,060	2.21
594	Chester Ck. R. R.	11,100	6.00	.....	.....	11,100	6.00	22,200	4.86
595	Phila. & Del. Co. R. R. ....	.....	.....	.....	.....	9,000	5.00	9,000	1.69
596	Queen Anne's & Kent R. R.	.....	.....	.....	.....	.....	.....	.....	.....
597	S. Chester R. R. ....	.....	.....	.....	.....	.....	.....	.....	.....
598	Wash. Sn. Ry. ....	.....	.....	.....	.....	50,000	5.00	50,076	2.50
602	W. Jersey R. R. ²	170,485	6.50	3,128	3.00	166,787	7.90	340,724	7.03
603	Alloway & Quinton R. R. ² ..	.....	.....	.....	.....	.....	.....	.....	.....
604	W. Jersey & Atl. R. R. ² ..	32,400	3.00	.....	.....	⁴ 3,600	4.50	36,000	3.10
599	W. Jersey & Seashore R. R. ⁵ ..	.....	.....	3,120	3.00	42,372	.99	45,492	.53

¹ Capital stock, \$25,000; dividends are by agreement paid only on \$15,000; balance owned by lessee, which receives no dividend.

² Report for ten months ending April 30, 1896. Consolidated into W. Jersey & Seashore R. R.

³ Interest is for six months ending December 31, 1895.

⁴ Amount paid; amount accrued taken upon the books of W. Jersey & Seashore R. R.

⁵ Report for two months ending June 30, 1896. Consolidation of Alloway & Quinton, Camden & Atl., Phila., Marl. & Medf., W. Jersey, and W. Jersey & Atl. R. Rs.

GROUP II. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
600	Pa. & N. Wn. R. R.					124,700	4.77	125,122	2.56
604	Perry Co. R. R.					6,983	5.64	6,983	3.15
605	Phila. & Read. R. R.					4,366,051	2.72	5,155,340	2.55
606	Allentown R. R.								
607	Allentown Term. R. R.	22,500	5.00			18,000	4.00	40,500	4.50
608	Catawissa R. R.			224,000	7.00			224,000	3.46
609	Chest. H. R. R.	14,478	12.00					14,478	12.00
610	Colebrookdale R. R.					36,000	6.00	36,000	4.01
611	Danv. & Sham. R. R. ¹ ..								
612	Dauphin & Berks R. R. ¹ ..								
613	Del. & Bound Brk. R. R.	144,000	8.00			123,000	6.83	267,000	7.42
614	E. Trenton R. R.								
615	E. Pa. R. R.	103,827	6.00			19,800	4.00	123,627	5.55
616	Langhorne & Bristol R. R. ¹ ..								
617	Little Schuyl. Nav., R. R. & Coal. Co.	174,149	7.00					174,149	7.00
618	E. Mahanoy R. R.	28,870	5.80					28,870	5.80
619	Mill Ck. & Mine H. Nav. & R. R. Co.	32,338	10.00					32,338	10.00
620	Mine H. & Schuyl. Hav. R. R.	315,765	7.50					315,765	7.50
621	Mt. Carb. & Port Carb. R. R.	32,753	11.60					32,753	11.60
622	Mt. Carmel & Natalie R. R.					1,000	.57	3,233	.29
623	Norrist. Jctn. R. R.					1,900	5.00	1,900	3.22
624	N. Pa. R. R.	377,664	8.00			484,500	6.73	862,164	7.23
625	Phila. & Frankf. R. R.					19,025	3.83	19,025	1.91
626	Phila. & Read. Term. R. R.								
627	Phila., Germant. & Nor- rist. R. R.	269,628	12.00					269,628	12.00
628	Plymouth R. R.								
629	Phila., Harrisb. & Pittsb. R. R.					25,000	5.00	25,000	1.00
630	Pickering Vy. R. R.					23,261	7.00	23,261	5.44
631	Schuyl. & Lehigh R. R.					27,000	2.70	27,000	2.57
632	Schuyl. Riv. W. Side R. R. ¹ ..								
633	Schuyl. Vy. Nav. & R. R. Co.	28,803	5.00					28,803	5.00
634	Sham., Sunb. & Lewisb. R. R.					110,000	5.50	110,000	2.75
635	Slatington R. R. ¹ ..								
636	Atl. Cy. R. R.					110,000	5.00	111,425	2.50
637	Phila. & Brigantine R. R. ² ..								
638	Camden Co. R. R.					1,950	5.00	2,227	1.44
639	Chester & Del. Riv. R. R.								
640	Gettysb. & Harrisb. Ry.					31,750	5.62	31,750	2.73
641	Middlet. & Hummelst. R. R.								
642	N. E. Pa. R. R.					20,000	5.00	20,165	2.50
643	Perkiomen R. R.					96,230	5.00	96,230	4.90
644	Phila. & Chest. Vy. R. R.					18,025	4.74	18,025	1.59
645	Phila. & Nn. R. R.								
646	Port Read. R. R.					75,000	5.00	75,245	2.45
647	Read. & Col. R. R.					110,000	5.50	110,000	3.72
648	Read., Mari. & Han. R. R.								
649	Rupert & Bloomsb. R. R.								
650	Stony Ck. R. R.					24,500	7.00	24,500	4.66
651	Tamaqua, Haz. & Nn. R. R.								
652	Phila. Belt Line R. R.								
653	Phila., Newt. & N. Y. R. R.					80,000	5.00	80,000	2.50
654	Phila., Read. & New Eng. R. R.							21,000	
655	Dutchess Co. R. R.					21,000	6.00	26,416	3.23
656	Hartf. & Conn. Wn. R. R.	54,040	2.00			35,000	5.00	89,040	2.62
657	Portage Ck. & Rich Vy. R. R.								

¹ Under construction.

² Report for three months ending June 30, 1896. Reorganization of Brigantine B. R. R.

550 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP II. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>
658	Port Jer., Monti. & N. Y. R. R.					10,233	3.36	10,233	1.43
659	Pough. & En. Ry.								
661	Raritan Riv. R. R.					15,000	5.00	15,959	2.26
662	Reynoldsv. & Falls Ck. R. R.					10,200	6.00	10,200	3.00
663	Roch. & Irondequoit R. R.: ¹								
664	Roch. & L. Ont. Ry.	9,750	15.00					9,750	15.00
665	Rkaway. Vy. Ry.					6,250	5.00	6,250	2.50
666	St. Marys & S. Wn. R. R.								
670	Silver L. Ry.					4,210	6.24	4,210	2.25
671	Skaneateles R. R.	4,668	6.00			600	6.00	5,268	6.00
673	Slate Run R. R.								
674	S. Jersey R. R.								
676	Staten I. Rap. Trans. R. R.					185,000	2.31	191,437	2.18
677	Staten I. Ry.	56,000	5.33			22,500	4.50	78,500	5.06
678	Sterling Mtn. Ry.								
679	Stewartstown R. R.							530	
681	Sugar Run R. R.								
682	Susq. & Buff. R. R.								
684	Tuckerton R. R.					5,993	6.00	7,152	.92
685	Tuscarora Vy. R. R.								
686	Ulster & Del. R. R.					92,621	5.00	92,621	2.54
687	Del. & Otsego R. R.								
689	Kaaterskill R. R.								
690	Cats. & Tannersv. Ry.	1,500	6.00					1,502	6.00
691	Stony Clove & Cats. Mtn. R. R.								
692	Unadilla Vy. Ry.					12,500	4.45	12,500	2.60
693	Un. Transp. Co.								
694	Pember. & Hightst. R. R.								
695	Ursina & N. Fork Ry.								
697	Valley R. R. (of Pa.)								
698	Wash. & Pot. R. R.								
699	Wn. Md. R. R.					113,956	2.38	134,183	1.97
700	Balt. & Cumb. Vy. R. R.					4,368	6.00	4,368	2.92
701	Balt. & Cumb. Vy. R. R. Ex	18,900	7.00			13,800	6.00	32,700	6.54
702	Balt. & Cumb. Vy. Ry.					2,910	6.00	2,910	3.20
703	Potomac Vy. R. R.					26,250	5.00	26,250	4.99
704	Balt. & Harrisb. Ry.			1,455	5.00	35,700	5.17	39,029	2.63
707	Berlin Brh. R. R.					2,574	6.00	2,871	2.99
708	Wn. N. Y. & Pa. Ry.					577,209	1.91	577,209	1.15
719	Kinzua Vy. R. R.								
721	Whippany Riv. R. R. ²								
722	Williams Vy. R. R.					5,220	6.00	5,220	2.95
723	Williamspt. & N. Brh. R. R.					56,250	5.00	56,544	2.39
724	Wilm. & Nn. R. R.					37,500	5.00	45,160	1.85
725	York Sn. R. R.					19,998	4.69	19,998	1.95
727	Youghy. & Wick Hav. R. R.								

¹ Report not filed; inserted to show relation of road following.² Report of Receiver for nine months ending June 30, 1896.

GROUP III. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
	Total—Group III.....	8, 330, 769	6. 21	4, 782, 802	4. 48	31, 392, 207	4. 52	45, 513, 242	3. 18
729	Addyston & Ohio Riv. R. R.								
730	Alliance & Nn. R. R.								
731	Ann Arbor R. R. ¹							1, 286	
732	Arcadia & Betsey Riv. Ry. ²								
171	Balt. & Ohio R. R. ³					922, 717	4. 76	922, 717	4. 76
	[Line west of Ohio Riv.]								
734	Balt. & Ohio & Chic. R. R.					464, 640	6. 00	464, 640	5. 02
735	Akron & Chic. Jctn. R. R.					75, 000	5. 00	75, 000	2. 00
736	Cent. Ohio R. R.	146, 901	6. 00	24, 693	6. 00	112, 500	4. 50	284, 094	6. 51
737	Sdsky., Mansf. & Newk. R. R.	32, 418	3. 00			161, 000	7. 00	193, 418	5. 72
739	Cols. & Cin. Midl. R. R.			30, 000	3. 00	90, 000	4. 02	120, 000	2. 29
740	Newk., Somerset & Stsv. R. R.					40, 000	5. 00	40, 000	2. 19
741	Balt. & Ohio S. Wn. Ry. ⁴					1, 068, 389	3. 46	1, 068, 389	2. 23
	[Line east of Vin- cennes, Ind.]								
742	Clev. Term. & Vy. R. R. ⁵					146, 667	2. 67	146, 667	1. 21
743	En. Ohio R. R.								
744	Pittsb. & Wn. Ry.					515, 190	3. 67	662, 935	2. 40
745	Ellwood S. Line R. R.					15, 000	5. 00	15, 000	4. 00
746	Pittsb., Clev. & Tol. R. R.					144, 000	3. 60	161, 026	2. 06
747	Pittsb., Painesv. & Fair- pt. Ry.					62, 500	5. 00	62, 800	2. 72
748	Big Level & Kinzua R. R.					6, 000	12. 00	6, 000	3. 00
747	Valley Ry. (of Ohio) ⁶							3, 858	
749	Barberton Belt Line R. R.					1, 750	6. 04	3, 420	2. 22
751	Bedford Belt Ry.					12, 500	5. 00	12, 500	4. 00
752	Bellaire, Zanesv. & Cin. Ry.								
753	Boyne Cy. & S. En. R. R.							797	
756	Cent. Un. Depot & Ry. Co. of Cin.								
757	Chic. & S. Bend R. R.					498	4. 70	498	. 82
759	Chic. & W. Mich. Ry.					404, 449	4. 99	405, 079	2. 59
761	{Det., Lans. & Nn. R. R. ⁷					169, 155	4. 91	169, 814	2. 17
	{Det., Lans. & Nn. R. R. ⁸								
763	Sag. & Wn. R. R. ⁷	236	7. 00			25, 470	2. 55	25, 706	4. 51
764	Sag. Vy. & St. L. R. R. ⁷					26, 760	6. 00	27, 422	3. 82
765	Sag. & Gr. Rap. R. R. ⁷	4, 200	8. 00					4, 200	8. 00
766	Gr. Rap. Tr. & Jctn. R. R.								
769	Cin. & Westwood R. R.					6, 000	6. 00	6, 551	2. 03
770	Cin., Georget. & Ports. R. R.					15, 120	6. 00	15, 120	2. 32
771	Cin., Ham. & Day. Ry.			302, 012	7. 75	584, 507	5. 07	912, 154	3. 20
775	Day. & Mich. R. R.	83, 888	3. 50	96, 900	8. 00	136, 400	4. 96	317, 188	5. 00
777	Cin., Ham. & Indpls. R. R.					126, 000	3. 29	126, 000	1. 99
778	Cin., Jack. & Mack. Ry.							197	
780	Cin., Leb. & Nn. Ry.					13, 448	3. 61	13, 448	. 98
782	Cin. N. Wn. Ry.					1, 500	5. 00	1, 500	. 83
783	Cin., Ports. & Va. R. R.			17, 820	3. 00	1, 646	1. 73	19, 466	. 86
784	Clev., Akron & Cols. Ry.					⁹ 133, 800	4. 07	153, 133	1. 84
785	Clev. Belt & Term. R. R.					⁽¹⁰⁾		1, 578	
786	Clev., Cant. & Sn. R. R.					210, 410	4. 16	219, 221	1. 18
787	Cant. & Wooster R. R. ¹¹								

¹ Report for eight months ending June 30, 1896. Reorganization of Tol., Ann Arb. & N. Mich. Ry.

² Report for period, September 25, 1895 to June 30, 1896.

³ Group figures assigned by this Office. See page 575, No. 171, for totals covering entire road

⁴ See page 575, No. 741, for totals covering entire road.

⁵ Report for period, October 6, 1895 to June 30, 1896. Reorganization of Valley Ry. (of Ohio).

⁶ Report of Receivers for period, July to October 5, 1895. Reorganized as Clev. Term. & Vy. R. R.

⁷ Report for nine months ending March 31, 1896.

⁸ Report for three months ending June 30, 1896.

⁹ Interest on equipment trust obligation included in principal.

¹⁰ Interest on funded debt charged to cost of road.

¹¹ Report for period, September 4, 1895 to June 30, 1896.

552 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP III. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
789	Clev., Cin., Chic. & St. L. Ry. ¹ [Line east of Terre Haute, Ind.]			368,950	5.00	1,928,968	4.99	2,341,321	3.47
795	Day. & Un. R. R.					17,670	7.65	17,714	5.57
797	Mt. Gil. S. Line Ry.								
798	Peoria & En. Ry. ² [Line east of Danville, Ill.]					261,405	3.00	261,405	1.73
799	Clev., Lor. & Wheel. Ry.			100,000	2.00	280,229	4.86	397,274	2.03
800	Cols., Hock. Vy. & Tol. Ry.			100,000	5.00	1,015,880	5.79	1,139,055	3.52
803	Cols., Sdsky. & Hock. R. R.					114,333	1.16	159,571	.66
805	Crawf. & Manistee Riv. Ry.								
806	Day., Leb. & Cin. R. R.								
808	Det. & Mackinac Ry.					96,000	3.31	96,000	1.95
810	Elkhart & Wn. R. R.					11,250	4.50	11,250	4.33
328	Erie R. R. ³ [Line west of Salamanca, N. Y.]					522,258	1.33	522,258	.63
813	Clev. & Mahon. Vy. Ry.	365,594	13.25			152,903	5.01	518,497	8.21
814	New Castle & Shen. Vy. R. R.					15,000	6.00	15,000	2.77
815	Sharon Ry.	27,522	6.00			7,380	4.50	34,902	5.55
816	Westerman Coal & Iron R. R.								
818	Chic. & Erie R. R.					616,391	2.76	616,391	2.75
819	Evansv. & T. Haute R. R.					⁴ 333,434	5.47	333,434	2.93
820	Evansv. Belt Ry.							2,385	
821	Evansv. & Indpls. R. R.					152,510	6.09	152,510	3.39
822	Evansv. & Rich. R. R.					70,000	5.00	70,000	2.41
824	Find., Ft. Way. & Wn. Ry.					60,000	3.00	60,000	1.50
825	Flint & Pere Marq. R. R.					589,607	5.65	628,746	2.94
89	Gr. Trunk Ry. ⁵								
830	Chic. & Gr. Trunk Ry.					660,000	5.50	748,690	3.55
831	Gr. Trunk Jctn. Ry.					193,600	5.00	193,600	4.43
832	Cin., Sag. & Mack. R. R.					86,050	4.99	86,050	2.67
833	Chic., Det. & Can. Gr. Trunk Jctn. Ry.	43,800	4.00			65,700	3.68	109,500	3.80
834	Det., Gr. Hav. & Milw. Ry.					312,000	6.00	331,933	4.66
835	Mich. Air Line Ry.					75,433	5.00	75,433	4.18
836	Tol., Sag. & Musk. Ry.					82,125	4.98	82,125	2.53
839	Ind., Dec. & Wn. Ry. ⁶ [Line in Indiana.]			6,840	1.50	22,800	2.49	29,640	1.62
840	Ind., Ill. & Io. R. R. ⁷ [Line in Indiana.]					40,760	4.06	40,760	1.38
841	Ind. Nn. Ry.	2,000	10.00					2,000	10.00
842	Indpls. Un. Ry.					45,000	4.50	45,000	2.43
843	Indpls. Belt R. R.	40,000	4.00	30,000	6.00	60,000	6.00	130,000	5.20
844	Iron Ry.								
845	Ivorydale & Mill Ck. Vy. Ry.								
846	Jamest. & L. Erie Ry.					10,750	3.58	10,841	1.65
847	L. Erie & Wn. R. R.			592,000	5.00	467,500	4.30	1,059,500	3.07
848	Nn. Ohio Ry.					93,750	3.75	93,750	1.39
849	L. Erie, Alliance & Sn. Ry.					29,160	1.35	29,160	.57
850	L. Shore & Mich. Sn. Ry.	2,967,990	6.00	53,350	10.00	3,126,495	7.02	6,147,835	6.50
851	Det. & Chic. R. R.								
852	Det., Hillsd. & S. Wn. R. R.	54,000	4.00					54,000	4.00
853	Det., Monroe & Tol. R. R.								
855	Ft. Way. & Jack. R. R.			126,027	5.50			126,027	4.62

¹ See page 575, No. 789, for totals covering entire road.² See page 575, No. 798, for totals covering entire road.³ Report for seven months ending June 30, 1896. Reorganization of N. Y., L. Erie, & Wn. R. R. See page 575, No. 328, for totals covering entire road.⁴ Excludes interest on equipment trust obligations included in principal.⁵ Files no report; inserted to show relation of seven roads following.⁶ See page 575, No. 839, for totals covering entire road.⁷ See page 575, No. 840, for totals covering entire road.

GROUP III. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
	L. Shore & Mich. Sn. Ry.— Continued.								
856	Jamest. & Frank. R. R.					55,860	7.00	55,860	3.98
857	Kal. & White Pigeon R. R.								
858	Kal., All. & Gr. Rap. R. R.	36,600	6.00			42,000	5.00	78,600	5.42
859	Mahon. Coal R. R.	150,000	10.00	33,092	5.00	75,000	5.00	258,092	6.79
860	Nn. Cent. Mich. R. R.								
861	Oberlin & La Grange Ry.					723	6.00	723	1.95
862	Sturgis, Goshen & St. L. R. R.					9,660	3.00	9,660	.73
864	Tol. & Ohio Nn. Ry.								
865	N. Y., Chic. & St. L. R. R.	250,000	5.00			804,333	3.98	1,054,333	2.10
866	Chic. & State Line R. R.								
867	Pittsb. & L. Erie R. R.	400,000	10.00			220,000	5.50	620,000	7.75
868	Beaver & Ellwood R. R.					2,500	5.00	2,500	2.50
869	Mahon. State Line R. R.								
870	Pittsb., McKeespt. & Youghy. R. R.	237,579	6.00			225,000	6.00	462,579	6.00
873	Ellwood Con. R. R.								
874	Lakeside & Marbleh. R. R.					7,815	4.39	7,815	2.81
876	Louisv., Evansv. & St. L. Consol. R. R.					261,866	2.44	294,463	1.97
877	Louisv., New Alb. & Chic. Ry.					773,496	5.55	799,384	2.58
880	Louisv., New Alb. & Cdn. R. R.					3,000	6.00	4,750	1.54
881	Lowell & Hastings R. R.								
883	Manistee & Gr. Rap. R. R.								
885	Manistee & N. En. R. R.							139,315	
888	Mason & Oceana R. R.								
889	Mich. Cent. R. R.	749,520	4.00			² 1,067,800	5.81	1,817,320	4.90
890	Battle Ck. & Sturgis Ry.					15,000	3.00	15,000	1.50
891	Bay Cy. & Battle Ck. Ry.					7,500	3.00	7,500	1.36
892	Can. Sn. Brg. Co.					70,000	7.00	70,000	4.83
893	Det. & Bay Cy. R. R.					33,920	8.00	33,920	1.40
896	Gr. Riv. Vy. R. R.	24,560	5.00			⁽³⁾		24,560	5.00
897	Jack., Lans. & Sag. R. R.	70,000	3.50			102,700	5.00	172,700	4.26
898	Joliet & Nn. Ind. R. R.	24,000	8.00			56,000	7.00	80,000	7.27
899	Kal. & S. Hav. R. R.					⁽³⁾			
901	Mich. Air Line R. R.					⁽³⁾			
902	Mich., Midl. & Can. R. R.					22,610	6.99	22,610	3.63
903	Sag. Bay & N. Wn. R. R.								
904	Tol., Can. Sn. & Det. Ry.					105,000	7.00	105,000	3.45
906	Middlet. & Cin. R. R.					7,000	5.00	7,000	2.06
909	New Castle & Butler R. R.								
470	N. Y. Cent. & Hud. Riv. R. R. ⁴								
910	Dunk., Allegh. Vy. & Pittsb. R. R.	⁵ 19,500	1.50			⁵ 203,000	7.00	222,500	5.30
912	Norf. & Wn. R. R. ⁶ [Line north of Ohio River.]					200,000	3.39	200,000	1.67
913	Cols. Con. & Term. R. R.	23,410	6.00			30,000	5.00	53,410	5.39
914	N. Wn. Monroe Ry.					540	6.00	540	1.03
916	Ohio Sn. R. R.					346,058	4.45	365,993	2.98
917	Pennsylvania Co.					1,002,751	4.02	1,020,486	1.46
918	Calumet Riv. Ry.							3,350	
919	Clev. & Pittsb. R. R.	1,100	10.00	785,824	7.00	304,075	3.66	1,090,999	5.58
920	Erie & Pittsb. R. R.	139,888	7.00			214,400	6.31	354,288	6.57
921	Indpls. & Vinc. R. R.					203,000	6.55	203,000	4.51
923	Pittsb., Ft. Way. & Chic. Ry.	1,380,000	7.00	1,321,838	7.00	868,700	7.00	3,570,538	7.00
924	Massillon & Clev. R. R.	16,000	8.00			1,850	5.00	17,850	7.53
925	New Castle & Beaver Vy. R. R.	103,750	14.82					103,750	14.82

¹ Report for eleven months ending June 30, 1896.

² Includes interest on funded debt of Gr. Riv. Vy. R. R., Kal. & S. Hav. R. R., Mich. Air Line R. R. Cos., and \$178,800 of Det. & Bay Cy. R. R. Co.

⁴ Inserted to show relation of road following.

⁵ Paid directly to stockholders and bondholders by lessee.

⁶ See page 575, No. 912, for totals covering entire road.

³ See note 2.

554 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP III. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
926	Pennsylvania Co.—Contd. Pittsb., Ohio Vy. & Cin. R. R.					15,000	5.00	15,000	2.50
927	Pittsb., Youngst. & Ash- tab. R. R.	86,392	6.50	119,000	7.00	169,908	5.55	375,300	6.16
928	Roch., Beaver Falls & Wn. Ry.								
929	S. Chic. & Sn. R. R.							7,063	
930	State Line & Ind. Cy. Ry.							3,500	
932	Tol., Walh. Vy. & O. R. R.					112,860	4.50	112,860	2.25
933	Rolling Mill R. R.								
934	Cin. & Musking. Vy. Ry.					105,000	7.00	105,000	1.91
935	Clev. & Mari. Ry.					56,250	4.50	56,250	1.73
936	Gr. Rap. & Ind. R. R.					488,278	3.31	539,261	2.47
937	Cin., Rich. & Ft. Way. R. R.					126,000	7.00	126,000	3.59
938	Musk., Gr. Rap. & Ind. R. R.					37,500	5.00	37,500	4.99
939	Traverse Cy. R. R.					7,500	1.70	7,500	1.16
940	Pittsb., Cin., Chic. & St. L. Ry.			455,456	2.00	2,510,870	5.17	2,966,326	3.08
941	Chartiers Ry.	51,624	8.00			35,000	7.00	86,624	7.56
942	Chartiers Con. R. R.								
943	Englewood Con. Ry.								
944	Little Miami R. R.	395,448	8.00			124,980	5.65	520,428	7.27
945	Cols. & Xenia R. R.	150,041	8.40					150,041	7.19
946	Day. & Wn. R. R.					30,020	6.06	30,020	3.73
947	Ohio Con. Ry.	33,000	5.00					66,000	5.00
948	Pittsb., Wheel. & Ky. R. R.	45,108	9.00			21,337	6.52	66,445	8.00
950	Newpt. & Cin. Bgr. Co.					49,500	4.50	49,500	1.90
951	Pittsb., Chartiers & Youghy. Ry.	28,000	4.00			34,040	4.95	62,040	4.47
952	Pittsb. & Castle Shan. R. R.					12,000	6.00	14,670	1.76
953	Pittsb. & Moon Run R. R.					6,000	6.00	6,000	3.00
954	Pittsb. Jctn. R. R.	29,200	2.00	33,600	7.00	101,143	5.81	168,509	4.46
955	Pittsb., Lisbon & Wn. Ry. ¹					19,800	2.21	19,800	1.41
950	Pittsb., Marion & Chic. Ry. ²					161,750	3.71	161,750	1.77
956	Pittsb. Shen. & L. Erie R. R.					10,000	5.00	10,000	3.50
957	Meadv., Conneaut L. & Linesv. R. R.								
958	Pontiac, Oxf. & Nn. R. R.	35,000	3.50			4,500	6.00	39,500	3.67
959	Sag., Tusc. & Huron R. R.							64,670	
960	St. Clairsv. & Nn. Ry.								
962	Salem R. R.					7,500	6.00	7,500	6.00
963	S. Hav. & En. R. R.					90	(³)	376	(³)
964	T. Haute & Indpls. R. R.					125,000	5.00	125,000	2.79
965	Ind. & L. Mich. Ry.					24,000	5.00	24,000	1.88
966	T. Haute & Loganspt. R. R.					90,000	6.00	90,000	4.50
967	Tionesta Vy. Ry.								
968	Tionesta Vy. & Hickory Ry.								
969	Tionesta Vy. & Salmon Ck. Ry.							657	
970	Tol. & Ohio Cent. Ry.			185,400	5.00	377,305	5.12	582,962	3.20
971	Kanawha & Mich. Ry. ⁴ [Line north of Ohio Riv.]					44,239	4.25	44,876	.84
972	Tol. & Ohio Cent. Ex. R. R.					111,500	5.26	111,500	2.64
969	Tol., Ann Arb. & N. Mich. Ry. ⁵					128,665		132,624	

¹ Report for two months ending June 30, 1896. Reorganization of Pittsb., Marion & Chic. Ry.² Report of Receiver for ten months ending April 30, 1896. Reorganized as Pittsb., Lisbon & Wn. Ry.³ Less than .01 per cent.⁴ See page 575, No. 971, for totals covering entire road.⁵ Report of Receiver for four months ending October 31, 1895. Reorganized as Ann Arbor R. R.

GROUP III. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

	1	2	3	4	5	6	7	8	9
No.	Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>
973	Tol., St. L. & Kans. Cy. R. R. ¹ [Line in Indiana and Ohio.]	.....	.....	.....	.....	324,972	5.40	324,972	2.00
974	Tol. S. En. Ry. ².....	.....	.....	.....	.....	.....	.....	.....	.....
978	Wabash R. R. ³ [Line east of Dan- ville, Ill.]	.....	.....	.....	.....	783,522	3.27	783,522	1.93
980	Eel Riv. R. R.	82,500	2.75	.....	.....	.....	.....	82,500	2.75
981	Lafayette Un. Ry. ....	.....	.....	.....	.....	.....	.....	.....	.....
982	Peru & Det. Ry. ....	.....	.....	.....	.....	4,500	5.00	4,500	4.90
983	Wheel. & L. Erie Ry. ....	.....	.....	.....	.....	352,526	4.27	415,778	1.55
985	Tol. Belt Ry. ....	.....	.....	.....	.....	.....	.....	.....	.....
986	Zanesv. & Ohio Riv. Ry. ....	.....	.....	.....	.....	126,638	5.99	128,151	3.08

¹ Group figures assigned by this Office. See page 575, No. 973, for totals covering entire road.

² Report for period, August 12, 1895 to June 30, 1896.

³ Group figures assigned by this Office. See page 575, No. 978, for totals covering entire road.

556 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP IV. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8	9
		DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
	Total—Group IV....	1, 273, 667	5. 68	90, 767	7. 16	12, 175, 263	4. 99	13, 860, 969	2. 72
987	Aberd. & Rockfish R. R.....							169	.....
988	Aberd. & W. End R. R.....					3, 000	6. 00	4, 243	1. 50
990	Atl. & Danv. Ry.....					61, 900	5. 00	61, 900	. 95
991	Atl. & N. Car. R. R.....					19, 500	6. 00	19, 500	. 92
992	Atl. Coast Line Assn.....	452, 360	5. 02	22, 645	7. 00	893, 120	5. 60	1, 398, 115	5. 41
1001	Wilm. & Weldon R. R.: ¹								
1002	Wilm., Col. & Aug. R. R.	57, 600	6. 00			100, 000	5. 56	157, 600	5. 71
1005	Col., Newb. & Laurens R. R.					42, 360	5. 62	49, 764	3. 38
171	Balt. & Ohio R. R.: ²								
1007	Winch. & Pot. R. R.....	12, 600	7. 00			13, 128	5. 65	25, 728	6. 24
1008	Winch. & Strasb. R. R.....	2, 984	4. 00					2, 984	4. 91
1009	W. Va. & Pittsb. R. R.....					204, 125	5. 03	222, 194	2. 74
1012	Blue Ridge R. R.....								
1017	Caldwell & Nn. R. R.....								
1019	Cape Fear & Yad. Vy. Ry..					³ 183, 240	3. 72	183, 240	2. 66
1020	S. Car. Pac. Ry.....					6, 276	6. 00	6, 276	3. 07
1022	Car., Knoxv. & Wn. Ry.....							700	.....
1023	Carthage R. R.....								
1025	Charleston, Clendennin & Sutton R. R.					75, 000	5. 00	75, 000	2. 23
1027	Ches. & Ohio Ry. ⁴ [Line east of Hunt- ington, W. Va.]					2, 360, 378	5. 07	2, 410, 891	2. 62
1029	Chester & Lenoir N. G. R. R.					27, 417	7. 76	27, 417	3. 91
1032	Dry Fork R. R.....					6, 000	6. 00	6, 000	3. 97
1033	E. Shore Term. Co.....								
1034	Farmv. & Powhatan R. R.....					19, 200	2. 34	22, 967	1. 08
1035	Georget. & Wn. R. R.....					10, 000	5. 00	10, 000	1. 67
1036	Glendon & Gulf R. R.....								
1037	Glenn Spgs. R. R.....					510	5. 45	646	3. 20
1038	Greenwood, Anderson & Wn. Ry. ⁵							4	.....
1039	Car. Midl. Ry. ⁶					6, 780	. 99	10, 715	. 55
1041	Hendersonv. & Brevard Ry. ⁷					9, 000	6. 00	9, 000	2. 59
1051	Moore Co. R. R.....							367	.....
1054	Norf. & Sn. R. R.....	80, 000	4. 00			37, 500	5. 00	117, 500	4. 27
912	Norf. & Wn. R. R. ⁸ [Line south of Ohio Riv.]					2, 777, 474	5. 36	2, 856, 248	2. 64
1055	Lynchb. & Durham R. R.....					100, 600	5. 00	107, 341	2. 59
1056	Roanoke & Sn. Ry.....					106, 550	5. 04	115, 976	2. 36
1058	Northamp. & Hertf. R. R.....								
1059	Ohio Riv. R. R.....					234, 007	4. 64	241, 806	2. 14
1060	Huntington & Big Sandy R. R.								
1061	Ravenswood, Spencer & Glenv. Ry.					20, 460	6. 00	22, 431	4. 79
1062	Ohio Riv. & Charleston Ry..							2, 095	.....
1064	Pennsb. & Har. Ritchie Co. Ry.					840	6. 00	840	3. 51
1066	Port Roy. & Ang. Ry.....							2, 183	.....
1067	Port Roy. & Wn. Car. Ry.....					156, 100	6. 24	156, 100	3. 98
1069	Pot., Fredsb., & Piedmont R. R.					10, 431	3. 28	11, 318	1. 34
1070	Powellton & Pocahontas Ry..								
1071	Ral. & Wn. Ry.: ⁹								
1072	Egypt Ry.....					6, 480	6. 00	6, 430	2. 73
1074	Rich., Fredsb. & Pot. R. R....	157, 542	7. 00	35, 028	7. 00	56, 683	5. 24	249, 435	6. 51

Files no report; inserted to show relation of road following.

² Inserted to show relation of three roads following.

³ Not taken into Receiver's accounts.

⁴ See page 575, No. 1027, for totals covering entire road.

⁵ Report for period, January 15 to June 30, 1896. Operating Car. Midl. Ry.

⁶ Report for period, July 1, 1895 to January 14, 1896.

⁷ Report for eight months ending June 30, 1896.

⁸ See page 575, No. 912, for totals covering entire road.

⁹ Report not filed. Inserted to show relation of road following.

GROUP IV. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8	9
		DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
	Rich., Fredsb. & Pot. R. R.— Continued.								
1075	Potomac R. R.					7,303	6.00	7,303	3.28
1076	Rich., Fredsb. & Pot. & Rich. & Petersb. R. R. Con. Co.			16,000	8.00			16,000	8.00
1077	Ripley & Mill Ck. Vy. Ry.					3,000	6.00	3,000	3.71
1303	Sav., Fla. & Wn. Ry.: ¹								
1082	Charleston & Sav. Ry.					103,390	2.97	103,390	2.60
1083	Ashley Riv. R. R.	4,214	7.00			2,580	8.00	6,894	7.36
1084	Green Pond, Walterb. & Branchv. Ry.	5,614	7.00			1,050	7.00	6,664	7.00
1085	Seaboard & Roanoke R. R.			17,094	7.00	² 166,400	4.75	187,790	3.74
1087	Roanoke & Tar Riv. R. R.					15,600	6.00	15,600	5.88
1088	Car. Cent. R. R.					86,080	1.67	99,677	1.36
1089	Wilm. Ry. Brg. Co.					11,995	5.85	11,995	4.90
1090	Ral. & Gaston R. R.					² 80,000	6.51	83,350	2.93
1092	Durham & Nn. Ry.	7,253	2.50			9,000	6.00	16,253	3.69
1093	Ga., Car. & Nn. Ry.					268,000	5.00	308,980	4.55
1094	Seaboard Air Line Belt R. R.					30,000	5.00	32,065	4.62
1095	Ral. & Aug. Air Line R. R.					² 60,000	4.98	64,455	2.89
1098	S. Atl. & Ohio R. R.					117,436	6.00	117,436	3.83
1099	S. Car. & Ga. R. R.					265,800	4.97	265,800	2.57
1100	Southern Ry. ³ [Line in Virginia and the Carolinas.]					1,656,205	4.88	1,662,980	1.54
1101	Ashev. & Spartanb. R. R.					40,000	4.00	40,000	1.95
1102	Atlanta & Charl. Air Line Ry.	102,000	6.00			377,500	6.86	479,500	6.66
1103	North Carolina R. R.	260,000	6.50					260,600	6.50
1104	Rich. & Mechlenb. R. R.					18,900	3.98	18,900	2.27
1105	{ State Univ. R. R. ⁴ { State Univ. R. R. ⁵								
1106	Va. Midl. Ry.					651,200	5.21	651,200	3.52
1107	Frank. & Pittsylv. R. R.					7,000	7.00	7,000	2.33
1108	Danv. & Wn. Ry.					52,600	5.00	52,600	3.70
1109	Danv., Mocksv. & S. Wn. R. R.							7,931	
1103	Laurens Ry. ⁶								
1110	Suffolk & Car. Ry.	4,000	1.00			8,400	6.00	12,400	2.30
970	Tol. & Ohio Cent. Ry.: ⁷								
971	Kanawha & Mich. Ry. ⁸ [Line south of Ohio Riv.]					54,708	3.83	55,495	.76
1112	Valley R. R. (of Va.)					45,000	6.00	45,000	1.30
1113	Warrenton R. R.					590	7.37	590	2.91
1114	Wash., Alex. & Mt. Vern. Ry. ⁹					3,167	.53	3,228	.29
1116	W. Va. Cent. & Pittsb. Ry.	82,500	1.50			180,000	6.00	271,052	2.92
1117	Piedmont & Cumb. Ry.	39,000	6.00			32,500	5.00	71,757	5.50
1118	W. Va. Nn. R. R.					3,000	6.00	3,000	3.00
1119	W. Va. Sn. Ry.								
1120	Wheel. Brg. & Term. Ry.					210,000	6.00	210,000	4.20
1121	Wilm., Newbern & Norf. Ry.					57,500	5.00	57,500	2.45
1122	Wilm. Sea Coast R. R.					1,200	6.00	1,200	.71
1123	Winifrede R. R.	6,000	4.00					7,211	4.00

¹ Inserted to show relation of three roads following.

² Excludes interest on equipment trust obligations, which is charged one-half to "car mileage" and one-half to "cost of equipment."

³ See page 575, No. 1100, for totals covering entire road.

⁴ Report for two months ending August 31, 1895. ⁵ Report for ten months ending June 30, 1896.

⁶ Report of Receiver for six months ending December 31, 1895.

⁷ Inserted to show relation of road following.

⁸ See page 575, No. 971, for totals covering entire road.

⁹ Report for period, from May 24 to June 30, 1896.

GROUP V. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
	Total—Group V	2, 618, 357	4. 47	194, 771	5. 64	21, 017, 820	4. 56	24, 821, 310	2. 81
1125	Ala. & Vicksb. Ry.....					123, 808	5. 00	124, 098	4. 20
1126	Alb. & Nn. Ry. ¹					10, 000	2. 45	10, 000	1. 32
1129	Ashl. Coal & Iron Ry.....	74, 725	5. 00			17, 080	7. 00	97, 271	5. 28
1130	Atlanta & W. Pt. R. R.....	73, 932	6. 00			73, 932	6. 00	147, 864	6. 00
1133	Atl., Suwannee Riv. & Gulf Ry.....					9, 000	4. 50	9, 590	2. 00
1134	Aug. & Summerv. R. R.....	20, 000	10. 00			910	8. 00	20, 910	9. 63
1135	Aug. Sn. R. R.....							1, 476	
1136	Beattyv. & Cumb. Gap R. R.....					9, 600	6. 00	9, 600	3. 00
1138	Birm. & Atl. R. R.....					24, 000	6. 00	24, 000	1. 71
1139	Birm., Selma & N. O. Ry.....								
1134	Birm., Sheff. & Tenn. Riv. Ry. ²					37, 187	5. 00	37, 187	2. 40
1140	Blue Ridge & Atl. R. R.....								
1142	Bowden Lithia Spgs. S. Line R. R.....								
1146	Bristol, Elizabethton & N. Car. Ry.....								
1148	Burnside & Cumb. Riv. Ry.....					900	6. 00	900	3. 00
1149	Carrab., Tallah. & Ga. R. R.....					29, 893	5. 98	29, 893	1. 99
1151	Cent. of Ga. Ry. ³					1, 007, 333	2. 23	1, 007, 333	2. 01
1152	Athens Belt Line R. R.....					450	6. 00	450	2. 00
1153	Aug. & Sav. R. R.....	51, 145	5. 00					51, 145	5. 00
1154	S. Wn. R. R. (of Ga.).....	560, 639	10. 80					560, 639	10. 80
1147	Mobile & Girard R. R. ⁴								
1148	Montg. & Eufaula Ry. ⁵								
1149	Sav. & Atl. R. R. ⁵								
1150	Sav. & Wn. R. R. ⁶								
1145	Cent. R. R. & Bkg. Co. of Ga ⁷					81, 333	. 56	81, 333	. 37
1157	Chatt., Rome & Cols. R. R.....								
1158	Chatt. Sn. R. R. ⁸								
1155	Chatt. Sn. Ry. ⁹					86, 400	5. 94	98, 090	2. 98
1159	Ches. & Nashv. Ry.....								
1027	Ches. & Ohio Ry. ¹⁰					762, 726	4. 18	786, 041	2. 16
	[Line west of Hunt- ington, W. Va.]								
1161	Ches., Ohio & S. Wn. R. R.....					649, 455	5. 75	661, 680	3. 09
1162	Hodgenv. & Elizabetht. Ry.....					7, 500	5. 00	7, 500	2. 74
1163	Owensboro, Falls of Rough & Green Riv. R. R.....					33, 443	5. 00	33, 443	2. 35
1164	Padu. Un. Depot Co.....					6, 000	6. 00	6, 000	3. 00
1165	S. Route Ry. Tr. Co.....					30, 000	6. 00	30, 000	3. 00
1166	Troy & Tiptonv. R. R.....					2, 760	6. 00	2, 760	3. 00
1167	Chickamauga & Durham R. R.....					24, 420	6. 00	24, 420	6. 00
1169	Cin., N. O. & Tex. Pac. Ry.....					18, 549	7. 65	20, 604	. 57
1170	Cin. Sn. Ry.....					1, 244, 195	6. 68	1, 244, 195	6. 68
1173	Cols. Sn. Ry.....					54, 375	5. 00	54, 375	2. 27
1174	Cov., Flemingsb. & Ashl. Ry.....								
1177	Darien & Wn. R. R.....					3, 000	4. 35	3, 000	1. 12
1180	Dover & Statesboro R. R.....					3, 600	6. 00	3, 600	2. 25
1182	E. & W. R. R.....								
1184	E. Tenn. & Wn. N. Car. R. R.....					15, 000	6. 00	15, 022	1. 99
1185	En. Ky. Ry.....							1, 060	
1189	Fla. Cent. & Penin. R. R.....					491, 866	6. 20	491, 866	1. 52
1190	Fla. E. Coast Ry.....					47, 835		543, 585	
1193	Ft. White & Sn. Ry. ¹¹								

¹ Report for ten months ending June 30, 1896. Reorganization of Alb., Fla. & Nn. Ry.² Report of Receiver for five months ending November 30, 1895. Reorganized as Nn. Ala. Ry.³ Report for eight months ending June 30, 1896. Reorganization of Cent. R. R. & Bkg. Co. of Ga.⁴ Report of Receivers for period, July 1, 1895 to March 14, 1896. Merged in Cent. of Ga. Ry.⁵ Report of Receivers for seven months ending January 31, 1896. Merged in Cent. of Ga. Ry.⁶ Report of Receivers for four months ending October 31, 1895. Merged in Cent. of Ga. Ry.⁷ Report of Receiver for four months ending October 31, 1895. Reorganized as Cent. of Ga. Ry.⁸ Report for period, May 11 to June 30, 1896. Reorganization of Chatt. Sn. Ry.⁹ Report of Receiver for period, July 1, 1895 to May 10, 1896. Reorganized as Chatt. Sn. R. R.¹⁰ See page 575, No. 1027, for totals covering entire road.¹¹ Report for period, March 30 to June 30, 1896.

GROUP V. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
1196	Gainesv. & Gulf Ry.....					2,880	8.00	2,880	2.72
1197	Georgia R. R.....					(¹)			
1198	Ga. R. R. & Bkg. Co.....	462,000	11.00			148,000	5.92	610,000	9.10
1199	Gainesv., Jeff. & Sn. R. R.....					24,800	8.00	24,800	4.00
1200	Un. Pt. & White Plains R. R.....					4,200	5.00	4,200	3.61
1201	Wn. Ry. of Ala.....	60,000	2.00			69,435	4.50	129,435	2.85
1202	Ga. & Ala. Ry. ²					133,715	2.92	133,715	1.02
1203	Abbeville & Waycross R. R. ³								
1206	Ga. Midl. Ry.....					61,935	3.73	61,935	2.33
1207	Ga. Nn. Ry.....					9,000	6.00	9,000	3.00
1208	Ga. Sn. & Fla. Ry.....					179,200	5.00	179,200	2.82
1210	Gulf & Chic. R. R.....	10,000	2.50					10,000	2.50
1213	Harriman & N. En. R. R. ⁴					9,000	3.00	9,000	1.00
1214	Hartwell R. R.....								
1218	Ill. Cent. R. R. ⁵								
	[Line south of Cairo, Ill.]								
1219	Cant., Aberd. & Nashv. R. R.....					87,500	5.00	100,000	5.00
1220	Chic., St. L. & N. O. R. R.....	400,000	4.00			1,217,840	7.50	1,617,840	6.17
1221	Yazoo & Miss. Vy. R. R.....					1,075,181	2.99	1,092,424	2.62
1223	Jacksonv. & Atl. Ry.....					2,118	4.24	2,136	1.41
1225	Jacksonv., Tampa & Key W. Ry.....					(⁶)		6,429	
1226	Jacksonv. Term. Co.....					25,000	5.00	32,099	4.17
1267	Kans. Cy., Ft. Scott & Memph. R. R. ⁷								
1228	Kans. Cy., Memph. & Birm. R. R.....					176,965	1.66	176,965	1.06
1229	Ky. & Ind. Brg. Co.....					99,285	5.00	103,785	2.69
1230	New Alb. Belt & Term. R. R.....					18,000	6.00	18,130	6.00
1232	Ky. Nn. Ry. ⁸								
1236	Lexington & En. Ry.....					50,000	2.00	50,000	1.67
1238	Live Oak & Gulf Ry.....								
1239	Lookout Incline Ry.....							1,819	
1240	Louisv. & Nashv. R. R. ⁹					4,274,884	5.40	4,274,884	3.31
	[Line south of Ohio Riv.]								
1241	Ala. Minl. R. R.....					126,000	4.00	126,000	2.46
1242	Birm. Minl. R. R.....					196,450	5.00	196,450	3.09
1243	Elkton & Guthrie R. R.....					1,750	7.00	1,750	2.42
1244	Glasgow R. R.....								
1245	Mobile & Montg. Ry.....					178,320	4.45	178,320	2.56
1246	Nashv. & Dec. R. R.....	139,805	6.00			147,000	7.00	286,805	6.46
1247	Nashv., Flor. & Sheff. Ry.....					104,800	5.00	145,803	3.53
1249	Owensboro & Nashv. Ry.....					72,000	6.00	72,000	3.05
1250	Shelby R. R.....					1,500	3.00	1,500	2.50
1251	S. & N. Ala. R. R.....					555,782	5.62	654,202	4.16
1252	Sn. Div. Cumb. & Ohio R. R.....					21,000	7.00	23,274	1.91
1253	W. Va., Pinev. & Tenn. R. R.....								
1254	Hend. Brg. Co.....	50,000	5.00			120,000	6.00	170,000	5.67
1255	Nashv., Chatt. & St. L. Ry.....	400,000	4.00			906,835	6.08	1,356,269	5.44
1283	Padu., Tenn. & Ala. R. R. ¹⁰					56,409	2.32	56,409	1.16
1284	Tenn. Midl. Ry. ¹⁰					62,880	2.32	62,880	1.07

¹ Interest on equipment trust obligations included in principal.

² Report for period, August 15, 1895 to June 30, 1896. Reorganization of Sav., Amer. & Montg. Ry.

³ Report for period, January 27 to June 30, 1896.

⁴ Report for two months ending June 30, 1896. Reorganization of Harriman Coal & Iron R. R.

⁵ See page 575, No. 1218, for totals covering entire road. Dividends and interest assigned to Group VI.

⁶ \$133,665, interest on funded debt, charged to the corporation and not to the income account of Receiver.

⁷ Inserted to show relation of road following.

⁸ Report for five months ending June 30, 1896.

⁹ See page 575, No. 1240, for totals covering entire road.

¹⁰ Report of Receivers for period, July 1 to December 14, 1895. Merged in Louisv. & Nashv. R. R.

560 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP V. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1	2	3	4	5	6	7	8	9
	Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
	Louisv. & Nashv. R. R.— Continued. [Line south of Ohio Riv.]								
1258	{ Nn. Div. Cumb. & Ohio R. R. ¹					8,750	7.00	8,750	2.20
	{ Nn. Div. Cumb. & Ohio R. R. ²					8,750		8,750	
1260	Louisv. Brg. Co.	120,000	8.00					120,000	8.00
1261	Louisv., Henderson & St. L. Ry. ³								
1203	Macon & Birm. R. R. ⁴					72,750	3.75	74,185	3.75
1262	Macon & Birm. Ry. ⁵								
1257	Macon & Nn. Ry. ⁶								
1263	Macon, Dublin & Sav. R. R.								
1264	{ Mammoth Cave R. R. ⁷					6,000	6.00	6,000	3.00
	{ Mammoth Cave R. R. ⁸								
1265	Mari. & N. Ga. Ry.					9,950	5.91	9,950	5.91
1267	Memph. & Charleston R. R.					⁹ 376,680	6.71	420,080	3.84
1269	Middle Ga. & Atl. Ry.								
1270	Eatonton Brh. R. R.					8,400	5.00	8,400	2.50
1275	Mobile & Birm. R. R.					¹⁰ 30,000	1.65	30,000	.83
1276	Mobile & Ohio R. R.					863,666	4.50	863,666	3.22
1278	Morrist. & Cumb. Gap R. R.								
1279	Moss Pt. & Pascagoula R. R.								
1280	Nashv. & Knoxv. R. R.					61,290	5.18	61,290	3.94
1282	N. O. & N. En. R. R.					380,010	6.01	380,010	3.36
1285	Nn. Ala. Ry. ¹¹					3,450	.19	4,110	.09
1286	Oconee & Wn. R. R.					18,000	5.00	18,000	2.50
1288	Ohio Vy. Ry.								
1294	Ports. & Tygart Vy. R. R.								
1296	Rich., Nicholasv., Irvine & Beattyv. R. R.					142,500	6.00	149,910	6.00
1303	Sav., Fla. & Wn. Ry.	188,258	2.00			759,440	5.67	974,349	4.15
1304	Abbeville Sn. Ry.					8,050	5.00	8,050	2.50
1305	Ala. Midl. Ry.					170,000	5.15	238,819	3.17
1306	Bruns. & Wn. R. R.					120,000	2.00	146,706	1.09
1307	Fla. Sn. R. R.					148,435	3.50	155,718	2.49
1309	Sanford & St. Petersb. R. R.							5,939	
1310	Silver Spgs., Ocala & Gulf R. R.					44,800	4.00	45,769	1.71
1311	Tampa & Thonotosassa R. R.							511	
1312	Winston & Bone Vy. R. R.	1,800	6.00					1,800	6.00
1100	Southern Ry. ¹²					2,087,100	4.54	2,092,871	1.43
	[Line west of Vir- ginia and the Caro- linas.]								
1317	Elberton Air Line R. R.					10,500	7.00	10,500	3.04
1318	Knoxv. & Ohio R. R.					120,000	6.00	120,000	3.84
1319	Roswell R. R.					2,450	7.00	2,450	3.27
1320	Sn. Ry. in Ky.					150,000	5.00	150,000	3.75
1321	Sn. Ry. in Miss.					10,000	5.00	10,000	4.00
1322	Watauga R. R.								

¹ Report covers period, July 1, 1895 to January 25, 1896.² Report of Receiver for period, January 26 to June 30, 1896.³ Report covers operations of Louisv., St. L. & Tex. Ry., under Receivership for eleven months ending May 31, 1896, and of the Louisv., Henderson & St. L. Ry. for one month ending June 30, 1896.⁴ Report of Receiver for nine months ending March 31, 1896. Reorganized as Macon & Birm. Ry.⁵ Report for three months ending June 30, 1896. Reorganization of the Macon & Birm. R. R.⁶ Report covers period, July 1 to December 21, 1895. Merged in Cent. of Ga. Ry.⁷ Report of Receiver for period, August 12, 1895 to June 30, 1896.⁸ Report covers period, July 1 to August 11, 1895.⁹ Excludes \$2,159, interest on equipment trust obligations included in principal.¹⁰ Excludes \$360, interest on equipment trust obligations.¹¹ Report for seven months ending June 30, 1896. Reorganization of Birm., Sheff. & Tenn. Riv. Ry.¹² See page 575, No. 1100, for totals covering entire road.

GROUP V. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

	1	2	3	4	5	6	7	8	9
No.	Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>
	Southern Ry.—Continued. [Line west of Vir- ginia and the Carolinas.]								
1323	Ala. Gt. Sn. R. R.			190,571	5.64	¹ 261,310	5.21	451,881	2.78
1324	Belt Ry. of Chatt. ²					4,125	1.27	4,125	.66
1228	Knoxv., Cumb. Gap & Louisv. R. R. ³								
1325	Knoxv., Cumb. Gap & Louisv. Ry. ⁴								
1330	Talbotton R. R.					1,500	6.00	1,500	2.51
1337	Tifton & N. En. R. R. ⁵					1,000	2.00	1,000	.80
1338	Tuskegee R. R.	3,000	5.61					3,000	5.61
1339	Valdosta Sn. Ry.					600	6.00	600	1.00
1343	Wrightsv. & Tennille R. R..	3,053	6.00	4,200	6.00	2,100	11.66	9,353	6.73

¹ Excludes \$9,874, interest on equipment trust obligations, charged to "car mileage."² Report for period, September 28, 1895 to June 30, 1896. Reorganization of Chatt. Un. Ry.³ Report of Receiver for period, July 1 to December 17, 1895.⁴ Report for period, December 18, 1895 to June 30, 1896. Reorganization of Knoxv., Cumb. Gap & Louisv. R. R.⁵ Report for six months ending June 30, 1896.

562 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VI. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8	9
		DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
	Total—Group VI.....	12,886,592	4.47	7,617,789	6.41	50,932,788	4.81	72,638,444	3.77
1345	Abbotsf. & N. En. R. R.....					6,720	6.00	6,720	2.90
1346	Ahnapee & Wn. Ry.....					21,400	6.29	21,400	2.75
1347	Ames & College Ry.....	1,600	8.00					1,600	8.00
1349	Atch., Top. & S. Fe Ry. ¹					329,524	2.28	329,524	1.09
	[Line east of Kan- sas City, Mo.]								
171	Balt. & Ohio R. R.: ²								
741	Balt. & Ohio S. Wn. Ry. ³					712,259	3.37	712,259	2.14
	[Line west of Vin- cennes, Ind.]								
1350	Belt Ry. of Chic.....	54,000	4.50					54,030	4.50
1351	Big Falls Ry.....								
1352	Boone Vy. Coal & Ry. Co.....								
1353	Brainerd & Nn. Minn. Ry.....					540	6.00	540	1.23
1354	Burl., Cedar Rap. & Nn. Ry.....	192,500	3.50			813,513	5.16	1,013,093	4.37
1359	Wav. S. Line Ry.....								
66	Canadian Pac. Ry.: ⁴								
1360	Duluth, S. Shore & Atl. Ry.....					863,155	3.64	890,949	1.89
1362	Minl. Range R. R.....	41,307	10.50			17,025	2.78	65,864	5.80
1363	Hancock & Calumet R. R.....	17,500	5.00			16,250	4.06	33,750	4.50
1364	Minneap., St. P. & S. S. Marie Ry.....					1,160,325	3.89	1,202,065	2.28
1365	Centralia & Chester R. R.....					43,800	5.00	43,800	2.50
1367	Chic. & Alt. R. R.....	1,500,088	8.00	278,360	8.00	559,721	6.39	2,338,169	7.54
1368	Joliet & Chic. R. R.....	105,000	7.00					105,000	7.00
1369	Kans. Cy., St. L. & Chic. R. R. ⁵			35,994	6.00	71,988	7.00	107,982	4.18
	[Line east of Mis- souri Riv.]								
1370	La. & Mo. Riv. R. R.....								
1373	Chic. & En. Ill. R. R.....			289,842	6.00	961,710	5.30	1,258,837	3.94
1374	Chic. & Wn. Ind. R. R.....	300,000	6.00			663,630	6.05	963,630	6.03
1375	Evansv., T. Haute & Chic. Ry.....					75,000	6.00	75,000	4.09
1376	Ind. Block Coal R. R.....					10,500	7.00	10,500	4.67
1377	Chic. & Ill. Sn. Ry.....								
1378	Chic. & Nn. Pac. R. R.....					⁶ 52,200	.19	52,200	.09
1379	Chic. & N. Wn. Ry.....	1,953,083	5.00	1,563,975	7.00	⁷ 7,046,201	5.36	⁸ 10,563,259	5.34
1381	Oshkosh Transp. Co.....	6,900	9.86					6,900	9.86
1383	St. P. En. Gr. Trunk Ry.....					67,200	6.00	67,200	3.03*
1385	Sioux Cy. & Pac. R. R.....	11,830	7.00			195,379	6.00	207,209	3.89
1386	Chic. & Tex. R. R.....					58,088	4.74	58,088	1.56
1387	Chic., Burl. & Quin. R. R. ⁹	1,282,523	4.00			2,611,609	5.16	3,894,132	4.70
	[Line east of Mis- souri Riv.]								
1388	Quin., Alt. & St. L. Ry.....					42,000	5.00	42,000	2.32
1389	Burl. & N. Wn. Ry.....					16,990	7.39	23,469	4.39
1390	Burl. & Wn. Ry.....					42,308	6.93	49,163	2.88
1391	Chic., Burl. & Kans. Cy. Ry.....					49,200	6.00	49,200	.56
1392	Chic., Burl. & Nn. R. R. of Wis. and Minn.....					680,950	5.31	680,950	3.00
1394	Hann. & St. Jos. R. R.....	151,284	1.65	355,824	7.00	483,000	6.00	990,108	4.44
1395	Quin. R. R. Brg. Co.....	175,000	10.00					175,000	10.00

¹ Group figures assigned by this Office. See page 575, No. 1349, for totals covering entire road.

² Inserted to show relation of road following.

³ See page 575, No. 741, for totals covering entire road.

⁴ Inserted to show relation of four roads following.

⁵ Group figures assigned by this Office. See page 575, No. 1369, for totals covering entire road.

⁶ Amount paid by Receiver.

⁷ Includes interest on bonds of proprietary companies.

⁸ Includes dividends on \$65,000, stock apportioned "to other properties."

⁹ Group figures assigned by this Office. See page 575, No. 1387, for totals covering entire road.

GROUP VI. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8	9
		DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		<i>Dollars</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>
	Chic., Burl. & Quin. R. R.— Continued. [Line east of Mis- souri Riv.]								
1396	Kans. Cy., St. Jos. & Coun. Bluffs R. R.	257,370	4.89	.....	.....	415,088	6.92	672,458	5.59
1397	Leav. Term. Ry. & Brg. Co.	.....	.....	.....	.....	30,000	5.00	30,635	2.50
1398	St. L., Keokuk & N. Wn. R. R.	70,769	1.30	.....	.....	609,000	6.00	779,632	4.36
1400	Chic., Ft. Mad. & Des M. Ry.	.....	.....	.....	.....	65,650	4.73	65,650	1.95
1401	Chic. Gt. Wn. Ry.	.....	.....	470,490	4.00	235,130	5.83	750,954	1.28
1404	Chic., Io. & Dak. Ry.	.....	.....	.....	.....	9,840	4.00	12,480	1.62
1405	Chic., L. Shore & En. Ry.	.....	.....	.....	.....	¹ 121,800	6.00	128,160	4.54
1406	Calumet & Blue I. Ry.	.....	.....	.....	.....	.....	.....	.....	.....
1407	Chic. & Kenosha Ry.	.....	.....	.....	.....	.....	.....	.....	.....
1408	Chic. & S. En. Ry. (of Ill.)	.....	.....	.....	.....	.....	.....	.....	.....
1409	Joliet & Blue I. Ry.	.....	.....	.....	.....	.....	.....	.....	.....
1410	Milw., Bay V. & Chic. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
1411	Chic., Milw. & St. P. Ry.	1,380,818	3.00	1,846,313	7.00	7,611,928	5.47	10,839,059	5.11
1413	Chic., Padu. & Memph. R. R.	.....	.....	.....	.....	78,750	3.61	78,750	2.10
1414	Chic., Peoria & St. L. R. R. ²	.....	.....	.....	.....	³ 40,633	.82	60,489	.41
1400	Chic., Peoria & St. L. Ry. ⁴	.....	.....	.....	.....	.....	.....	831	.....
1415	Chic., Rock I. & Pac. Ry. ⁵	378,939	2.00	.....	.....	1,363,753	5.72	1,742,692	4.07
	[Line east of Mis- souri Riv.]								
1416	Des M. & Ft. Dodge R. R.	.....	.....	30,504	4.00	104,880	3.41	135,384	1.67
1417	Keokuk & Des M. Ry.	.....	.....	.....	.....	137,500	5.00	137,500	2.00
1418	Peoria & Bureau Vy. R. R.	120,000	8.00	.....	.....	.....	.....	120,000	8.00
1419	Chic., St. P., Minneap. & Om. Ry. ⁶	.....	.....	637,000	7.00	1,170,640	5.52	1,807,640	3.71
	[Line east of Mis- souri Riv.]								
1421	Chippewa Riv. & Menom- onie Ry.	.....	.....	.....	.....	.....	.....	.....	.....
789	Clev., Cin., Chic. & St. L. Ry. ⁷	.....	.....	131,050	5.00	685,164	4.46	831,627	3.11
	[Line west of Terre Haute, Ind.]								
1422	Kank. & Seneca Ry.	.....	.....	.....	.....	39,000	6.00	39,000	5.91
798	Peoria & En. Ry. ⁸	.....	.....	.....	.....	157,715	3.22	157,715	1.86
	[Line west of Dan- ville, Ill.]								
1424	Crooked Ck. R. R. & Coal Co.	.....	.....	.....	.....	.....	.....	.....	.....
1426	Des M. Nn. & Wn. R. R.	.....	.....	.....	.....	116,688	4.00	117,206	1.60
1427	Des M. Un. Ry.	.....	.....	.....	.....	28,450	5.00	28,903	2.94
1428	Drummond & S. Wn. Ry.	.....	.....	.....	.....	3,000	6.00	3,000	5.00
1429	Duluth & Iron Range R. R.	.....	.....	.....	.....	573,292	5.83	573,292	5.55
1430	Duluth & Winnipeg R. R.	.....	.....	.....	.....	100,000	5.00	100,000	2.22
1432	Duluth, Missabe & Nn. Ry.	.....	.....	.....	.....	⁹ 286,000	5.14	286,000	3.54
1433	Duluth, Miss. Riv. & Nn. R. R.	.....	.....	.....	.....	33,250	5.00	33,250	4.96
1434	Duluth, Red Wing & Sn. R. R.	.....	.....	.....	.....	17,325	3.45	17,325	1.97
1436	E. St. L. Con. Ry.	.....	.....	.....	.....	.....	.....	30,545	.....
1437	Elgin, Joliet & En. Ry.	.....	.....	.....	.....	339,729	5.02	354,961	2.66
1440	Fulton Co. N. G. Ry.	.....	.....	.....	.....	33,880	7.00	33,941	3.04

¹ Includes interest on bonds of proprietary companies.

² Report for five months ending June 30, 1896. Reorganization of Chic., Peoria & St. L. Ry.

³ Excludes \$8,127 charged to "cost of road."

⁴ Report of Receiver for seven months ending January 31, 1896. Reorganized as Chic., Peoria & St. L. R. R.

⁵ Group figures assigned by this Office. See page 575, No. 1415, for totals covering entire road.

⁶ Group figures assigned by this Office. See page 575, No. 1419, for totals covering entire road.

⁷ See page 575, No. 789, for totals covering entire road.

⁸ See page 575, No. 798, for totals covering entire road.

⁹ Excludes \$25,083, interest on equipment trust obligations, charged to "cost of equipment."

564 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VI. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
1442	Gt. Nn. Ry. ¹ [Line east of Minot, N. Dak.]			785,750	5.00	377,160	4.00	1,162,910	2.63
1443	St. P., Minneap. & Manit. Ry. ² [Line east of Minot, N. Dak.]	754,320	6.00			2,200,008	4.15	2,954,328	4.50
1444	Duluth, Watert. & Pac. Ry.					82,500	6.00	82,500	3.92
1445	En. Ry. of Minn.....	400,000	8.00			235,000	6.88	635,000	7.54
1446	Duluth Term. Ry.....	3,000	6.00			10,500	6.00	13,500	6.00
1447	Willmar & Sioux Falls Ry.					181,250	5.00	181,250	3.54
1448	Green Bay & Wn. R. R. ³								
1439	Green Bay, Win. & St. P. R. R. ⁴					153,288	2.02	153,288	1.52
1440	Green Bay, Stev. Pt. & Nn. R. R. ⁵					4,114	5.88	4,114	2.94
1449	Iola & Nn. R. R.....								
1451	Hann. Un. Depot Co.....					3,840	6.00	3,840	3.69
1452	Hazellhurst & S. En. Ry. ⁶								
1445	Humeston & Shen. R. R. ⁷					187,880	7.00	188,780	2.80
1218	Ill. Cent. R. R. ⁸ [Line north of Cairo, Ill.]	2,562,500	5.00			2,957,809	4.44	5,955,824	4.94
1455	Blue I. R. R.....					5,000	5.00	5,000	4.00
1456	Chic. & Springf. R. R.....								
1457	Chic., Havana & Wn. R. R.....					125,000	5.00	136,028	4.95
1458	Chic., Mad. & Nn. R. R.....					343,500	5.00	343,500	4.96
1459	Dubq. & Sioux Cy. R. R.....	319,984	4.00			392,500	5.83	712,484	6.61
1451	Cedar Falls & Minn. R. R. ⁹					88,357	6.42	100,403	2.98
1460	Kank. & S. Wn. R. R.....								
1461	Rantoul R. R.....					50,000	5.00	51,139	4.88
1462	St. L., Alt. & T. Haute R. R.....	39,047	1.13			122,187	4.89	161,234	2.70
1463	Bellev. & Carondelet R. R.....					29,100	6.00	29,100	2.95
1464	Bellev. & Eldo. R. R.....					35,200	6.40	35,200	2.27
1465	Bellev. & Sn. Ill. R. R.....	60,230	19.00	78,413	6.15	79,840	8.00	218,483	8.12
1466	Chic., St. L. & Padu. Ry.....					50,000	2.50	50,000	1.67
1467	St. L. Sn. R. R.....					47,300	4.48	47,352	3.12
1468	Carb. & Shawneet. R. R.....					10,000	4.00	10,000	1.65
1469	S. Chic. R. R.....					10,000	5.00	10,000	4.55
1470	Ill. Term. R. R.....								
839	Ind., Dec. & Wn. Ry. ¹⁰ [Line in Illinois.]			6,840	1.50	22,800	2.51	29,640	1.63
840	Ind., Ill. & Io. R. R. ¹¹ [Line in Illinois.]					34,540	4.06	34,540	1.38
1471	Io. Cent. Ry.....					318,767	5.03	321,420	1.57
1472	Keithsburg Brg. Co.....					35,460	6.00	35,460	2.81
1473	Albia & Centerv. Ry.....								
1474	Io. Nn. Ry.....					3,000	6.00	3,000	2.14
1476	Jacksonv., Louisv. & St. L. Ry.....							6,752	
1479	Kans. Cy. & Atl. R. R.....					31,335	1.31	33,585	1.21
1480	Keokuk & Ham. Brg. Co.....								

¹ Group figures assigned by this Office. See page 575, No. 1442, for totals covering entire road.² Group figures assigned by this Office. See page 575, No. 1443, for totals covering entire road.³ Report for period, June 10 to June 30, 1896. Reorganization of Green Bay, Win. & St. P. R. R.⁴ Report for period, July 1, 1895 to June 9, 1896. Reorganized as Green Bay & Wn. R. R.⁵ Report for period, July 1, 1895 to June 9, 1896. Consolidated into Green Bay & Wn. R. R.⁶ Report for five months ending June 30, 1896.⁷ Report for ten months ending April 30, 1896. Merged in Chic., Burl. & Quin. R. R.⁸ See page 575, No. 1218, for totals covering entire road.⁹ Report for eleven months ending May 31, 1896. Merged in Dubq. & Sioux Cy. R. R.¹⁰ See page 575, No. 839, for totals covering entire road.¹¹ See page 575, No. 840, for totals covering entire road.

GROUP VI. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8	9
		DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
1481	Keokuk & Wn. R. R.	80,000	2.00			16,500	6.00	116,150	2.26
1482	{Des M. & Kans. Cy. Ry. ¹					19,650	3.27	19,650	1.40
1483	{Des M. & Kans. Cy. Ry. ²								
1483	Kewaunee, Green Bay & Wn. R. R.					18,900	5.00	20,641	1.81
1484	Kickapoo Vy. & Nn. Ry.					30,000	5.00	30,000	4.20
1487	L. Sup. Term. & Tr. Ry.					11,400	6.00	11,400	4.01
1488	La Salle & Bureau Co. R. R.	3,000	6.00					3,000	6.00
1489	Litchf., Carrollton & Wn. R. R.								
1240	Louisv. & Nashv. R. R. ³ [Line north of Ohio Riv.]					307,366	4.04	307,366	2.48
1491	Manistique Ry.							7,536	
1492	Marinette, Tomahawk & Wn. Ry. ⁴								
1493	Marshf. & S. En. Ry. ⁵								
1494	Mason Cy. & Ft. Dodge R. R.					82,800	6.00	82,800	3.60
1496	Milw. & Sup. Ry.							11,770	
1497	Minneap. & St. L. R. R.			245,000	3.77	580,540	5.81	825,540	3.67
1498	Wis., Minn. & Pac. R. R.								
1499	Minneap. En. Ry.					10,500	7.00	10,500	5.83
1501	Minneap. Un. Ry.					161,500	5.77	161,500	4.89
1276	Mobile & Ohio R. R. ⁶								
1505	St. L. & Cairo R. R.	13,000	.20			160,000	4.00	173,000	1.65
1506	Munising Ry.								
1508	Nn. Pac. R. R. ⁷ [Line east of Mon- tana.]					3,402,153	5.73	3,534,071	3.50
1509	Duluth & Manit. R. R.					186,060	6.00	186,060	3.65
1512	James Riv. Vy. R. R.					57,780	6.00	57,780	2.94
1516	Little Falls & Sn. R. R.								
1519	St. P. & Nn. Pac. Ry.	420,000	6.00			509,580	6.05	929,580	6.03
1522	Chic. & Calumet Term. Ry					300,000	5.00	301,861	2.74
1523	N. Wn. Coal Ry.					40,531	4.88	40,531	3.03
1524	Om. & St. L. Ry.							8,600	
1525	Pawnee R. R.					2,160	6.00	3,182	2.51
1527	Peoria & Pekin Un. Ry.	60,000	6.00			157,155	5.25	217,155	5.44
1528	Peoria, Dec. & Evansv. Ry.					⁸ 276,545	4.83	325,707	1.90
1529	Port Arthur, Duluth & Wn. Ry. of Minn.					6,000	5.00	6,000	2.45
1531	Quin., Om. & Kans. Cy. Ry. ⁹					¹⁰ 6,250	.36	6,250	.17
1532	Rice L., Dallas & Menomo- nie Ry.					3,600	6.00	3,600	3.00
1533	Rock I. & Peoria Ry.	150,000	5.00			42,000	7.00	192,000	9.14
1534	Rockp., Lang. & Nn. Ry.					1,500	6.00	1,500	1.87
1536	St. Jos. Term. R. R.					17,500	5.00	17,500	2.69
1537	St. Jos. Un. Depot Co.					5,670	6.23	5,670	5.67
1538	St. L. & En. Ry.					9,100	4.83	9,100	1.86
1539	St. L. & Peoria R. R.								
1541	St. L. & Hann. Ry.					26,600	4.22	26,600	2.44
1542	St. L., Bellev. & Sn. Ry.					25,000	5.00	25,000	2.50
1543	St. L., Chic. & St. P. R. R.					75,000	4.34	85,938	2.01
1544	St. L., Indpls. & En. R. R.					41,930	4.50	48,824	2.51
1545	St. P. & Duluth R. R.			239,505	5.00	150,000	5.00	389,505	3.13
1546	Duluth S. Line Ry.					25,000	5.00	25,000	2.27
1548	St. Cloud, Grantsb. & Ashl. R. R.								
1549	Stillwater & St. P. R. R.					14,893	7.02	14,893	2.43
1550	Taylor's Falls & L. Sup. R. R.					12,600	6.00	12,600	2.05

¹ Report for period, July 1 to December 4, 1895. ² Report for period, Dec. 5, 1895 to June 30, 1896.

³ See page 575, No. 1240, for totals covering entire road.

⁴ Report for six months ending June 30, 1896.

⁵ Report for period, February 20 to June 30, 1896. Reorganization of Port Edw., Centralia & Nn. Ry.

⁶ Inserted to show relation of road following.

⁷ Group figures assigned by this Office. See page 575, No. 1508, for totals covering entire road.

⁸ Excludes \$464, interest on equipment trust obligations, charged to construction account.

⁹ Report of Trustees.

¹⁰ Amount paid on preferred first-mortgage bonds.

566 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VI. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

	1	2	3	4	5	6	7	8	9
No.	Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>
1551	St. P. Un. Depot Co.....	21,000	6.00	.....	.....	22,397	5.60	43,397	5.79
1552	S. S. Marie Brg. Co.....	.....	.....	.....	.....	45,000	5.00	45,000	2.37
1553	Sioux Cy. & Nn. R. R.....	.....	.....	.....	.....	96,000	5.00	96,000	2.86
1560	Tabor & Nn. Ry.....	.....	.....	.....	.....	2,604	6.16	3,675	5.58
964	T. Haute & Indpls. R. R.: ¹	.....	.....	.....	.....	.....	.....	.....	.....
1561	E. St. L. & Carondelet Ry..	.....	.....	.....	.....	14,000	7.00	14,000	2.26
1562	St. L., Van. & T. Haute R. R.	.....	.....	108,129	7.00	314,930	7.00	423,059	5.02
1563	T. Haute & Peoria R. R.....	.....	.....	.....	.....	107,675	4.98	107,675	1.82
1564	Tol., Peoria & Wn. Ry.....	.....	.....	.....	.....	211,701	3.91	211,701	2.23
973	Tol., St. L. & Kans. Cy. R. R. ²	.....	.....	.....	.....	215,028	5.40	215,028	2.00
	[Line in Illinois.]	.....	.....	.....	.....	.....	.....	.....	.....
978	Wabash R. R. ³.....	.....	.....	.....	.....	1,861,723	3.24	1,861,723	2.00
	[Line west of Dan- ville, Ill.]	.....	.....	.....	.....	.....	.....	.....	.....
1570	La. & Pike Co. R. R.....	.....	.....	.....	.....	.....	.....	.....	.....
1572	Wabash, Chester & Wn. R. R.	.....	.....	.....	.....	34,500	5.00	34,500	1.78
1574	Waukegan & Miss. Vy. Ry..	.....	.....	.....	.....	.....	.....	.....	.....
1576	Win. & Wn. Ry.....	.....	.....	.....	.....	86,250	7.50	86,250	6.90
1577	Win. Brg. Ry.....	.....	.....	.....	.....	19,200	5.00	19,200	2.45
1578	Wis. & Chippewa Ry.....	.....	.....	.....	.....	.....	.....	.....	.....
1579	Wis. & Mich. Ry.....	.....	.....	.....	.....	45,500	4.13	45,500	2.24
1580	Wis. Cent. Co.....	.....	.....	.....	.....	⁴ 128,700	.90	236,700	.72
1581	Chic., Wis. & Minn. R. R..	.....	.....	468,000	30.00	253,320	5.92	730,137	10.48
1582	Wis. Cent. R. R.....	.....	.....	.....	.....	⁴ 241,512	2.27	255,572	1.09
1583	Milw. & L. Winn. R. R..	.....	.....	46,800	6.00	126,440	5.76	176,604	4.96
1584	Packw. & Mont. R. R.....	.....	.....	.....	.....	5,040	6.00	5,040	2.25

¹ Inserted to show relation of three roads following.² Group figures assigned by this Office. See page 575, No. 973, for totals covering entire road.³ Group figures assigned by this Office. See page 575, No. 978, for totals covering entire road.⁴ Amount paid by Receiver.

GROUP VII. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	2	3	4	5	6	7	8	9
		DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
	Total—Group VII.	2, 302, 746	4. 18	468, 976	6. 23	13, 651, 007	5. 43	16, 522, 859	3. 81
1586	Black H. & Ft. Pierre R. R.								
1587	Butte, Anaconda & Pac. Ry.					85, 000	5. 00	95, 777	3. 15
1379	Chic. & N. Wn. Ry. : ¹								
1588	Frem., Elk. & Mo. Vy. R. R.					994, 390	1. 29	994, 390	2. 61
1387	Chic., Burl. & Quin. R. R. ² ..	1, 997, 586	4. 00			4, 067, 698	5. 16	6, 065, 284	4. 71
	[Line west of Mis- souri Riv.]								
1419	Chic., St. P., Minneap. & Om. Ry. ³			150, 976	7. 00	277, 276	5. 52	428, 252	3. 71
	[Line west of Mis- souri Riv.]								
1591	Gt. Falls & Can. Ry.					120, 000	6. 00	121, 741	3. 00
1442	Gt. Nn. Ry. ⁴ ..			318, 000	5. 00	152, 640	1. 02	470, 640	4. 63
	[Line between Mi- not, N. Dak., and Idaho.]								
1443	St. P., Minneap. & Mani- t. Ry. ⁵	305, 160	6. 00			890, 363	4. 15	1, 195, 523	4. 50
	[Line between Mi- not, N. Dak., and Idaho.]								
1592	Mont. Cent. Ry.					495, 000	4. 54	495, 000	1. 42
1694	Mo. Pac. Ry. : ¹								
1595	Pac. Ry. in Nebr.					54, 750	5. 00	54, 750	2. 59
1508	Nn. Pac. R. R. ⁶ ..					2, 259, 005	5. 73	2, 346, 617	3. 65
	[Line in Idaho and Montana.]								
1598	Hel. & Red Mtn. R. R.					24, 000	6. 00	24, 000	3. 00
1599	Nn. Pac. & Mont. R. R.					530, 580	6. 00	530, 580	3. 75
1602	Om. Brg. & Term. Ry.					(⁷)			
1603	Sioux Cy., O'Neill & Wn. Ry.					117, 000	5. 00	117, 000	1. 97
1604	Un. Pac. Ry. ⁸ ..					2, 656, 325	4. 85	2, 656, 325	3. 33
	[Union and Chey- enne Divs.]								
1605	Lar., N. Park & Pac. R. R. & Tel. Co.								
1606	Brighton & Bould. Brh. R. R.								
1607	Carb. Cut Off Ry.								
1608	Kear. & Black H. Ry.					43, 100	5. 00	43, 100	1. 77
1609	Mont. Un. Ry.								
1611	Om. & Repub. Vy. Ry.					328, 230	5. 52	328, 230	3. 93
1612	St. Jos. & Gr. I. R. R.					420, 000	4. 82	420, 000	3. 15
1613	Kans. Cy. & Om. R. R.					135, 650	5. 00	135, 650	1. 90

¹ Inserted to show relation of road following.

² Group figures assigned by this Office. See page 575, No. 1387, for totals covering entire road.

³ Group figures assigned by this Office. See page 575, No. 1419, for totals covering entire road.

⁴ Group figures assigned by this Office. See page 575, No. 1442, for totals covering entire road.

⁵ Group figures assigned by this Office. See page 575, No. 1443, for totals covering entire road.

⁶ Group figures assigned by this Office. See page 575, No. 1508, for totals covering entire road.

⁷ Bonds held in escrow; interest not taken into account.

⁸ Group figures assigned by this Office. See page 575, No. 1604, for totals covering entire road.

568 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VIII. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
	Total—Group VIII....	874,304	3.78	632,006	2.09	26,033,854	4.16	27,971,786	2.19
1614	Ark. & Choctaw Ry. ¹								
1616	Ark. Midl. R. R.	21,921	13.48			7,980	6.00	32,621	1.70
1617	Ark. Sn. R. R.					3,939	9.48	3,939	1.95
1349	Atch., Top. & S. Fe Ry. ²					2,324,373	2.28	2,324,373	1.00
	[Line west of Kans. Cy., Mo.]								
1621	Atl. & Pac. R. R. ³					65,193	1.18	66,193	.35
	[Central Division.]								
1622	Colo. Midl. R. R.					⁴ 36,193	3.11	36,193	1.96
1623	Busk Tun. Ry.					87,500	7.00	87,500	6.94
1624	Manh., Al. & Bgame. Ry. ⁵								
1625	St. L. & San Fran. Ry.					2,179,897	5.14	2,179,897	3.17
1627	Ft. Smith & Van Buren Brg. Co.					20,865	6.23	20,865	2.50
1628	Kans. Cy. & S. Wn. R. R.					44,640	6.00	44,640	2.25
1629	Kans. Midl. Ry.					64,320	2.40	64,320	1.13
1633	St. L., Kans. & S. Wn. R. R.					53,400	6.00	53,400	2.58
1634	St. L., Salem & Ark. Ry.					40,500	5.00	40,500	2.12
1635	St. L., Kans. Cy. & Colo. R. R.					82,860	6.00	82,860	2.78
1636	Wich. & Wn. Ry.					104,820	10.97	104,820	5.27
1639	Brownwood & N. Wn. Ry. ⁶								
1642	Chester, Perryv., S. Gene- vieve & Farm. R. R.								
1367	Chic. & Alt. R. R. : ⁷								
1369	Kans. Cy., St. L. & Chic. R. R. ⁸			69,006	6.00	138,012	7.00	207,018	4.18
	[Line west of Mis- souri Riv.]								
1643	Chic. & Atch. Brg. Co.					56,913	6.15	56,913	2.69
1415	Chic., Rock I. & Pac. Ry. ⁹	544,177	2.00			1,958,422	5.72	2,502,599	4.07
	[Line west of Mis- souri Riv.]								
1644	Choctaw, Oklahoma & Gulf R. R.					260,140	8.14	260,140	2.14
1646	Crystal Ry.								
1649	Denver & Rio G. R. R.			473,000	2.00	1,997,950	4.63	2,470,950	2.36
1651	Rio G. Gunnison Ry.					6,000	6.00	6,000	5.97
1652	Rio G. Jctn. Ry.					92,500	5.00	92,500	2.40
1653	Denver, Lakewood & Gold- en R. R.					37,620	6.00	46,201	2.31
1654	Eureka Spgs. Ry.					30,000	3.00	30,000	2.00
1655	Excelsior Spgs. R. R.					9,000	6.00	9,000	3.00
1656	Flor. & Cripple Ck. R. R.					60,000	6.00	106,713	3.00
1660	Ham. & Kingst. R. R.					1,200	6.00	1,406	4.05
1663	Houck's Mo. & Ark. R. R.								
1664	Hutchinson & Sn. R. R.							46,110	
1666	Kans. Cy. Belt Ry.					119,400	5.97	119,400	5.69
1667	Kans. Cy., Ft. Scott & Memph. R. R.					1,082,575	6.12	1,105,925	3.56
1668	Current Riv. R. R.					80,300	5.00	80,300	2.50
1669	Kans. Cy. & Memph. Ry. & Brg. Co.	78,000	2.60			150,000	5.00	228,000	3.80
1670	Kans. Cy., Clinton & Springf. Ry.					163,660	5.03	163,660	3.26
1671	Kans. Cy. N. Wn. R. R.					24,250	2.59	24,250	.55
1672	Kans. Cy. & Beatrice Ry.								

¹ Report for period, August 31, 1895 to June 30, 1896.² Group figures assigned by this Office. See page 575, No. 1349, for totals covering entire road.³ See page 575, No. 1621, for totals covering entire road.⁴ Covers \$27,553, interest on equipment trust obligations, and \$8,640, interest on Aspen S. L. bonds; interest on bonds of Colo. Midl. R. R. not taken into Receiver's account.⁵ Bonds and majority of capital stock owned by Atch., Top. & S. Fe R. R. and Un. Pac. Ry.⁶ Report for six months ending June 30, 1896.⁷ Inserted to show relation of road following.⁸ Group figures assigned by this Office. See page 575, No. 1369, for totals covering entire road.⁹ Group figures assigned by this Office. See page 575, No. 1415, for totals covering entire road.

GROUP VIII. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>
1673	Kans. Cy., Osceola & Sn. Ry.	80,000				80,000	4.00	80,000	2.00
1674	Kans. Cy., Pittsb. & Gulf R. R.								
1676	Texarkana & Ft. Smith Ry.	22,813				22,813	.93	22,813	.90
1678	Kans. Cy. Suburban Belt R. R.					¹ 72,500	4.14	102,459	1.81
1680	Kans. Cy. & Indep. Air Line R. R.	25,000				25,000	5.00	25,145	2.50
1681	Leav., Top. & S. Wn. Ry.							630	
1683	Little Rock & Memph. R. R.	1,944				1,944	6.00	9,953	6.00
1686	Manitou & Pike's Peak Ry.	25,000				25,000	5.00	25,111	2.50
1687	Midl. Term. Ry.	18,750				18,750	1.80	18,751	.92
1689	Miss. Riv. & Bonne T. Ry.	30,000				30,000	6.00	30,275	2.73
1691	Mo., Kans. & Tex. Ry. ² [Line north of Deni- son, Tex.]	1,309,793				1,309,793	3.42	1,309,793	1.74
1692	Denison & Washita Vy. Ry.	60,000				60,000	6.00	60,000	4.60
1693	Kans. Cy. & Pac. Ry.	100,000				100,000	4.00	100,000	2.00
1675	Mo., Kans. & En. Ry. ³	206,250				206,250	4.58	206,250	2.29
1694	Mo. Pac. Ry.	3,104,608				3,104,608	4.99	3,252,479	2.83
1695	Boonv., St. L. & Sn. Ry.	24,000				24,000	6.00	24,000	3.69
1698	Kanop. & Kans. Cent. Ry.	13,500				13,500	6.00	13,500	2.57
1699	Kans. & Colo. Pac. Ry.	1,390,520				1,390,520	5.91	1,390,520	2.84
1700	Pueb. & State Line R. R.	113,500				113,500	5.00	113,500	2.97
1701	Kans. Cy. & S. Wn. Ry. (of Mo.)	24,420				24,420	6.00	24,420	3.98
1702	Kans. Cy. & S. Wn. Ry. (of Kans.)	33,000				33,000	6.00	33,000	4.00
1703	Kans. S. Wn. Ry.	22,320				22,320	6.00	22,320	2.90
1704	Le Roy & Caney Vy. Air Line R. R.	26,000				26,000	5.00	26,000	2.45
1707	Rooks Co. R. R.	16,500				16,500	6.00	16,500	2.13
1708	St. L., Oak H. & Caronde- let Ry.	24,000				24,000	6.00	24,000	3.00
1709	Cent. Brh. Un. Pac. R. R.								
1710	Atch., Colo. & Pac. R. R.	244,200				244,200	6.00	244,200	4.37
1711	Atch., Jew. Co. & Wn. R. R.	32,520				32,520	6.00	32,520	4.37
1712	Kans. Cy., Law. & Wich. R. R. ⁴								
1713	Law & Emp. Ry.	27,900				27,900	6.00	27,900	3.00
1714	St. L., Iron Mtn. & Sn. Ry.	2,661,920				2,661,920	5.43	2,678,335	3.56
1715	Kans. & Ark. Vy. Ry.	170,600				170,600	5.00	170,600	3.33
1716	Little Rock & Ft. Smith Ry.	163,975				163,975	7.00	163,975	2.39
1717	Little Rock Jctn. Ry.	26,100				26,100	6.00	26,100	3.13
1718	Ark. & La. Ry.								
1722	Mo. Sn. R. R.							4,500	
1724	Pine Bluff & En. R. R.	10,000				10,000	5.00	10,000	1.25
1725	Prescott & N. Wn. R. R.								
1727	Rio G. Sn. R. R.	135,300				135,300	3.00	135,300	1.50
1728	St. Clair, Mad. & St. L. Belt R. R.	25,000				25,000	5.00	25,000	1.79
1729	St. L., Cape Gir. & Ft. Smith Ry.								
1730	St. L., Kennett & Sn. R. R.	23,000				23,000	5.97	23,000	2.82
1731	St. L. S. Wn. Ry.	807,033				807,033	2.86	815,110	1.25
1732	Paragould S. En. Ry.	3,000				3,000	6.00	3,000	3.00
1733	St. L. Tr. Ry.							22,123	
1734	Searcy & W. Pt. R. R.	5,806	7.74					5,806	7.74
1735	Silverton R. R.	25,500				25,500	6.00	28,071	3.29
1736	Silverton Nn. R. R. ⁵	1,000				1,000	2.50	1,000	1.65
1738	Stuttgart & Ark. Riv. R. R.								

¹ Excludes \$25,000, charged to construction account.

² See page 575, No. 1691, for totals covering entire road.

³ Report for period, July 1, 1895 to June 1, 1896. Merged in Mo., Kans. & Tex. Ry.

⁴ Files no report; inserted to show relation of road following.

⁵ Report for period, November 4, 1895 to June 30, 1896.

570 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VIII. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

	1	2	3	4	5	6	7	8	9
No.	Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>
1739	Term. R. R. Assn. of St. L.					540,000	4.70	573,687	4.17
1740	St. L. Brg. Co.	149,400	6.00	90,000	3.00	350,000	7.00	589,400	4.54
1741	Tunnel R. R. of St. L.	75,000	6.00					75,000	6.00
1742	St. L. Merchants Brg. Term. Ry.					175,000	5.00	198,872	2.72
1743	Mad., Ill. & St. L. Ry.								
1744	St. L. Merchants Brg. Co.					120,000	6.00	120,000	3.43
1745	Texarkana & Shreveport R. R.							666	
1746	Ultima T., Arkadel. & Miss. R. R.								
1604	Un. Pac. Ry. ¹ [Kans. Div. and Leavenworth Brh.]					1,554,717	4.85	1,554,717	3.33
1748	Denver, Leadv. & Gunnison Ry.								
1749	Jctn. Cy. & Ft. Kear. Ry.					76,450	6.70	76,450	3.48
1750	Kans. Cent. R. R.					80,760	6.02	80,760	3.00
1751	Sal. & S. Wn. Ry.					32,400	6.00	32,400	3.91
1752	Solomon R. R.					34,500	6.00	34,500	2.05
1755	Un. Pac., Denver & Gulf Ry.					335,160	1.49	335,160	.60
1756	Un. Pac., Linc. & Colo. Ry.					219,000	5.00	219,000	3.27
1757	White & Black Riv. Vy. Ry.					16,680	6.00	20,710	3.45
1758	Williamsv., Greenv. & St. L. Ry.					13,299	3.55	13,299	2.44

¹ Group figures assigned by this Office. See page 575, No. 1604, for totals covering entire road.

GROUP IX. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	DESIGNATION OF ITEMS.							
		2 Divi- dends on com- mon stock.	3 Rate.	4 Divi- dends on pre- ferred stock.	5 Rate.	6 Interest on funded debt.	7 Rate.	8 Total, including miscel- laneous.	9 Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
	Total—Group IX.....	29,721	10.66	39,735	3.00	12,441,624	4.76	12,850,914	2.52
1760	Aransas Harb. Term. Ry. ¹								
1349	Atch., Top. & S. Fe Ry. ² [Line south of Red Riv.]					569,183	2.24	569,183	1.06
1761	Gulf, Colo. & S. Fe Ry.					1,396,560	6.60	1,418,891	5.43
1415	Chic., Rock I. & Pac. Ry. ³								
1764	Chic., Rock I. & Tex. Ry.					81,900	6.00	111,313	5.97
1765	De Kalb & Red Riv. R. R.								
1766	E. La. R. R.							14,699	
1768	Ft. Wor. & Rio G. Ry.					146,150	5.00	159,998	2.42
1770	Galv., Houston & Hend. R. R. of 1882.					100,000	5.00	100,000	3.33
1771	Galv., La Porte & Houston Ry.							2,757	
1773	Gulf, Beaumont & Kans. Cy. Ry.					21,699	3.84	25,286	2.04
1775	Hearne & Brazos Vy. R. R.	4,230	8.00					4,576	8.00
1777	Houston E. & W. Tex. Ry.					192,000	5.00	192,000	3.33
1778	Houston & Shrevept. R. R.								
1779	Internat. & Gt. Nn. R. R.					809,223	4.44	809,223	2.89
1780	Jackson R. R.	1,500	5.00					1,500	5.00
1781	Kans. Cy., Watkins & Gulf Ry.					98,336	5.00	101,053	2.50
1788	Mansf. Ry. & Transp. Co.	725	5.00					725	5.00
1790	Minden R. R.	7,870	20.00					7,870	20.00
1691	Mo., Kans. & Tex. Ry. ⁴ [Line south of Deni- son, Tex.]					1,367,917	4.21	1,367,917	2.15
1791	Wich. Falls Ry.					14,820	6.00	14,820	5.55
1792	Sherman, Shrevept. & Sn. Ry.					55,000	.92	55,000	.63
1793	Natchez, Red Riv. & Tex. R. R.								
1794	Natchitoches & Red Riv. Vy. Ry.					5,760	6.00	5,760	2.94
1795	N. O. & N. Wn. Ry.					75,000	5.00	105,956	1.25
1801	Paris, Marsh. & Sab. Pass Ry.							472	
1803	Pecos Vy. Ry.					117,300	5.00	121,607	2.56
1804	Pecos Riv. R. R.					34,800	5.00	34,800	2.51
1805	Rio G. R. R.					4,729	6.31	4,729	1.43
1806	Rio G. & Eagle Pass Ry.								
1807	Rio G. Nn. Ry.								
1810	St. L., Avoyelles & S. Wn. Ry.					18,142	4.98	18,142	1.67
1731	St. L. S. Wn. Ry. ⁵								
1811	St. L. S. Wn. Ry. of Tex.					382,813	2.67	390,488	1.43
1812	Tyler S. En. Ry.					26,400	2.67	26,833	1.06
1813	San Ant. & Aransas Pass Ry.					692,400	3.91	704,316	3.05
1816	Sn. Pac. Co. ⁶ [Line in Louisiana.]					162,900	6.16	168,463	1.69
1817	Iberia & Vermilion R. R.					16,100	5.00	16,100	2.59
1818	La. Wn. R. R.					134,400	6.00	134,400	2.40
1819	Morgan's La. & Tex. R. R.					490,390	6.33	490,390	2.16
1820	Austin & N. Wn. R. R.					96,000	5.00	96,000	3.27
1821	Cent. Tex. & N. Wn. Ry.					10,800	6.00	10,800	2.84
1822	Galv., Harrisb. & San Ant. Ry.					1,407,500	5.32	1,543,768	2.63
1823	Gulf, Wn. Tex. & Pac. Ry.					111,200	5.00	112,515	4.08

¹ Report for period, January 23 to June 30, 1896.

² Group figures assigned by this Office. See page 575, No. 1349, for totals covering entire road.

³ Inserted to show relation of road following.

⁴ See page 575, No. 1691, for totals covering entire road.

⁵ Inserted to show relation of two roads following.

⁶ See page 575, No. 1816, for totals covering entire road.

572 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP IX. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

	1	2	3	4	5	6	7	8	9
No.	Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>P. ct.</i>
	Sn. Pac. Co.—Continued. [Line in Louisiana.]								
1824	Houston & Tex. Cent. R. R.					806,845	4.97	806,845	3.07
1825	Ft. Wor. & N. O. Ry.					42,540	6.00	42,540	4.22
1826	N. Y., Tex. & Mexican Ry.					31,930	4.08	98,563	2.88
1827	Tex. & N. O. R. R.					372,418	6.01	372,418	3.65
1808	Tex. Transp. Co. ¹					10,220	2.92	12,395	1.38
1828	Sugar Land Ry.	15,396	10.80					15,422	10.80
1829	Teche R. R. & Sugar Co.								
1830	Tex. & Pac. Ry.					² 1,279,490	2.38	1,285,360	1.39
1831	El Paso Nn. Ry.								
1832	Tex. Cent. R. R.			39,735	3.00	15,000	3.00	54,735	1.22
1834	Tex., La. & En. R. R.							467	
1835	Tex. Mexican Ry.					150,000	6.41	150,000	3.10
1836	Tex. Midl. R. R.					45,000	5.00	45,000	3.21
1837	Tex., Sab. Vy. & N. Wn. Ry.							425	
1840	Tex. Trunk R. R.							4,340	
1604	Un. Pac. Ry.: ³								
1755	Un. Pac., Denver & Gulf Ry.: ⁴								
1843	Ft. Wor. & Denver Cy. Ry.					498,560	5.98	498,560	2.81
1844	Ft. Wor. & Denver Term. Ry.					10,000	5.00	10,000	2.50
1845	Pan Handle Ry.					11,250	5.00	11,250	2.18
1846	Velasco Term. Ry.					20,000	5.00	20,000	2.69
1847	Vicksb., Shrevept. & Pac. R. R.					410,499	5.28	410,499	4.38
1848	Waco & N. Wn. R. R.								
1849	Weatherf., Minl. Wells & N. Wn. Ry.					30,000	6.00	31,295	3.00
1851	Wich. Vy. Ry.					38,450	3.77	38,450	1.89

¹ Report for eleven months ending May 31, 1896. Merged in Tex. & N. O. R. R.

² Excludes \$14,750, interest on equipment trust obligations, charged to "cost of equipment."

³ Inserted to show relation of four roads following.

⁴ Inserted to show relation of three roads following.

GROUP X. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	2 3 4 5 6 7 8 9 DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
	Total—Group X.....	332, 520	3. 35	146, 250	5. 00	20, 088, 068	4. 57	20, 968, 913	1. 94
1855	Ariz. & New Mex. Ry.....					77, 672	6. 00	77, 672	2. 78
1856	Ariz. & S. En. R. R.....	40, 000	10. 00					40, 000	10. 00
1349	Atch., Top. & S. Fe Ry. ¹ [Line west of Santa Fe, N. Mex.]					453, 764	2. 24	453, 764	. 79
1621	Atl. & Pac. R. R. ² [Western and Cali- fornia Divs.]					565, 833	1. 99	603, 927	. 60
1857	New Mex. & Ariz. R. R.....								
1858	Sn. Cal. Ry.....					282, 720	2. 30	282, 508	2. 20
1860	Bellingham Bay & British Col. R. R.....							964	
1861	Bellingham Bay & En. R. R.....							11, 000	
1862	Belt R. R. of San Fran.....								
1863	Blakely R. R.....								
1866	Buckspt. & Elk Riv. R. R.....	50, 000	10. 00					50, 000	10. 00
1867	Cal. Ry.....								
1869	Cal. En. Ry.....								
1870	Carson & Colo. Ry.....					80, 000	4. 00	80, 000	1. 25
1873	Cent. Wash R. R. ³								
1875	Col. & Puget Sd. R. R.....								
1876	Colusa & L. R. R.....					3, 960	6. 00	4, 051	2. 38
1877	Coos Bay, Roseb. & En. R. R. & Nav. Co.....					37, 500	6. 00	37, 500	1. 43
1878	Coronado R. R.....							2, 125	
1879	Eel Riv. & Eureka R. R.....					25, 910	5. 42	25, 910	2. 70
1881	Eureka & Palisade R. R.....					70, 000	7. 00	70, 000	2. 33
1882	Everett & Monte Cristo Ry.....					126, 140	4. 17	132, 179	2. 61
1884	Gila Vy., Globe & Nn. Ry.....					44, 050	5. 35	45, 024	2. 09
1442	Gt. Nn. Ry. ⁴ [Line west of Mon- tana.]			146, 250	5. 00	70, 200	4. 00	216, 450	4. 91
1443	St. P., Minneap. & Manit. Ry. ⁵ [Line west of Mon- tana.]	140, 520	6. 00			409, 483	4. 14	550, 003	4. 50
1891	Ilwaco Ry. & Nav. Co.....					5, 904	9. 08	13, 539	3. 26
1892	Indep. & Monmouth Ry.....								
1896	Los Ang. & Redondo Ry.....							1, 743	
1897	Los Ang. Term. Ry.....					(⁶)		75, 000	1. 67
1898	Maricopa & Phoenix & Salt Riv. Vy. R. R.....					⁷ 32, 400	4. 76	⁷ 32, 400	1. 93
1903	Nev.-Cal.-Oregon Ry.....								
1904	Nev. Cent. R. R.....							4, 599	
1905	Nev. Co. N. G. R. R.....					20, 295	8. 12	20, 682	4. 06
1906	N. Pac. Coast R. R.....					80, 800	5. 38	81, 252	2. 70
1508	Nn. Pac. R. R. ⁸ [Line west of Idaho.]					1, 919, 397	5. 73	1, 993, 867	3. 50
1909	Coeur d'Alene Ry. & Nav. Co.....					74, 280	6. 00	74, 280	3. 11
1913	Spokane & Palouse Ry.....					166, 860	5. 59	166, 860	4. 19
1917	Seattle, L. Shore & En. Ry.....								
1918	Nn. Pac. Term. Co. of Oregon					233, 460	6. 01	233, 460	3. 39
1919	Ogden & Hot Spgs. Ry.....								
1920	Ogden Un. Ry. & Depot Co.....								
1921	Oregon Cent. & En. R. R.....								
1922	Pac. Coast Ry.....					82, 200	6. 00	82, 200	3. 00
1923	Pac. Lum. Co.'s R. R.....								

¹ Group figures assigned by this Office. See page 575, No. 1349, for totals covering entire road.

² See page 575, No. 1621, for totals covering entire road.

³ Report of Receiver for eight months ending June 30, 1896.

⁴ Group figures assigned by this Office. See page 575, No. 1442, for totals covering entire road.

⁵ Group figures assigned by this Office. See page 575, No. 1443, for totals covering entire road.

⁶ Assumed by contractor.

⁷ Covers operations of Maricopa & Phoenix R. R. from July 1 to December 4, 1895, and of Maricopa & Phoenix & Salt. Riv. Vy. R. R. from December 5, 1895 to June 30, 1896.

⁸ Group figures assigned by this Office. See page 575, No. 1508, for totals covering entire road.

574 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP X. TABLE V.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896—Continued.

No.	1 Abbreviated name of road.	DESIGNATION OF ITEMS.							
		Divi- dends on com- mon stock.	Rate.	Divi- dends on pre- ferred stock.	Rate.	Interest on funded debt.	Rate.	Total, including miscel- laneous.	Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
1924	Pac. Lum. & Wood Co.'s R. R.								
1928	Port Townsend Sn. R. R.					54,720	6.00	54,720	1.40
1929	Rio G. Wn. Ry.					608,000	3.80	608,000	1.89
1932	Rogue Riv. Vy. Ry.								
1934	Salt L. & Los. Ang. Ry.					18,000	6.00	18,000	3.00
1935	Salt L. & Mercur R. R.					6,000	8.01	6,000	3.43
1938	San Diego, Cuyamaca & En. Ry.					33,499	6.02	33,499	2.53
1939	San Diego, Pac. B. & La Jolla Ry.								
1940	San Fran. & N. Pac. Ry.	60,000	1.00			205,550	5.00	265,550	2.63
1942	San Pete Vy. Ry.					20,400	4.00	20,400	2.00
1944	S. Fe, Prescott & Phoenix Ry.					304,095	3.85	304,095	1.92
1945	Seashore R. R.					3,402	7.00	3,402	2.47
1946	Seattle & Nn. Ry.								
1947	Seattle Warehouse & Term. Co.								
1949	Sierra Vys. Ry.							1,423	
1950	Silv. Cy. & Nn. R. R.								
1816	Sn. Pac. Co. ¹ [Pacific System.]							184,111	
1952	Cal. Pac. R. R.					322,215	4.72	322,215	1.71
1953	Cent. Pac. R. R.					3,315,565	3.78	3,315,565	2.14
1954	Northern Ry.					546,910	5.52	546,910	2.40
1955	Nn. Cal. Ry.					53,700	5.00	53,700	2.28
1956	Oregon & Cal. R. R.					942,100	4.80	982,761	2.44
1958	S. Pac. Coast Ry.					220,000	4.00	220,000	1.91
1959	Sn. Pac. R. R. of Ariz.					600,000	6.00	608,658	2.00
1960	Sn. Pac. R. R. (of Cal.)					2,948,908	5.64	2,948,908	2.41
1961	Sn. Pac. R. R. of New Mex.					250,800	6.00	260,758	2.27
1962	Spokane Falls & Nn. Ry.					168,720	6.00	168,720	3.00
1963	Sumpter Vy. Ry.					9,000	6.00	9,000	3.00
1964	Tacoma & L. Cy. R. R. & Nav. Co. ²								
1604	Un. Pac. Ry. ³								
1966	Echo & Park Cy. Ry.					28,800	6.00	28,800	3.00
1967	Oregon S. Line & Utah Nn. Ry.					2,785,462	5.60	2,785,462	3.67
1968	Boise Cy. Ry. & Term. Co.					4,800	6.00	4,800	4.66
1969	{ Oregon Ry. & Nav. Co. (lessee).							11	
	{ Oregon Ry. & Nav. Co. (lessor).					1,182,250	5.22	1,182,250	2.53
1970	Cascade R. R.								
1971	Col. & Palouse R. R.					169,740	6.00	169,740	4.43
1972	Mill Ck. Flume & Mfg. Co.								
1973	Oregon Ry. Ex. Co.					75,579	5.00	75,579	3.01
1974	Walla W. & Col. Riv. R. R.	42,000	6.00					42,000	6.00
1975	Wash. & Idaho R. R.					222,375	5.00	222,375	3.29
1977	United Verde & Pac. Ry.					18,000	6.00	18,000	3.00
1978	Utah Cent. Ry.							7,035	
1980	Va. & Truckee R. R.								
1981	Visalia R. R.								
1982	Visalia & Tulare R. R.					3,500	7.00	4,913	3.18
1984	Wash. & Col. Riv. Ry.					100,000	2.11	100,000	1.29
1985	Yreka R. R.					3,150	7.00	3,594	2.19

¹ See page 575, No. 1816, for totals covering entire road.² Report for period, July 1, 1895 to May 8, 1896.³ Inserted to show relation of ten roads following.

TABLE V.—SUPPLEMENT.—CHARGES AGAINST INCOME ON ACCOUNT OF RAILWAY CAPITAL DURING THE YEAR ENDING JUNE 30, 1896.

[Showing totalized figures for certain roads lying in more than one group.]

No.	1 Abbreviated name of road.	DESIGNATION OF ITEMS.							
		2 Divi- dends on com- mon stock.	3 Rate.	4 Divi- dends on pre- ferred stock.	5 Rate.	6 Interest on funded debt.	7 Rate.	8 Total, including miscel- laneous.	9 Rate.
		Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.	Dollars.	P. ct.
66	Canadian Pac. Ry. ¹	975,000	1.50	256,960	4.00	4,049,868	4.40	5,281,828	3.23
171	Balt. & Ohio R. R. ²			150,000	3.00	3,853,535	4.77	4,070,942	3.61
741	Balt. & Ohio S. Wn. Ry. ³					1,780,648	3.42	1,780,648	2.17
328	Erie R. R. ⁴					2,939,301	2.24	2,940,509	1.06
789	Clev., Cin., Chic. & St. L. Ry. ⁵			500,000	5.00	2,614,132	4.84	3,172,948	3.37
798	Peoria & En. Ry. ⁶					419,120	3.08	419,120	1.78
839	Ind., Dec. & Wn. Ry. ⁷			13,680	1.50	45,600	2.50	59,280	1.62
840	Ind., Ill. & Io. R. R. ⁸					75,300	4.06	75,300	1.38
912	Norf. & Wn. R. R. ⁹					2,977,474	5.16	3,056,248	2.54
970	Tol. & Ohio Cent. Ry. ¹⁰								
971	Kanawha & Mich. Ry. ¹¹					98,947	4.01	100,371	.79
973	Tol., St. L. & Kans. Cy. R. R. ¹²					540,000	5.40	540,000	2.00
978	Wabash R. R. ¹³					2,645,245	3.24	2,645,245	1.98
1027	Ches. & Ohio Ry. ¹⁴					3,123,104	4.82	3,196,932	2.49
1100	Southern Ry. ¹⁵					3,743,305	4.68	3,755,851	1.47
1218	Ill. Cent. R. R. ¹⁶	2,562,500	5.00			2,957,809	3.82	5,955,824	4.25
1240	Louisv. & Nashv. R. R. ¹⁷					4,582,250	5.28	4,582,250	3.23
1349	Atch., Top. S. Fe Ry. ¹⁸					3,676,844	2.26	3,676,844	.93
1621	Atl. & Pac. R. R. ¹⁹					631,027	1.86	670,121	.56
1367	Chic. & Alt. R. R. ¹⁰								
1369	Kans. Cy., St. L. & Chic. R. R. ²⁰			105,000	6.00	210,000	7.00	315,000	6.27
1387	Chic., Burl. & Quin. R. R. ²¹	3,280,109	4.00			6,679,307	5.16	9,959,416	4.71
1415	Chic., Rock I. & Pac. Ry. ²²	923,116	2.00			3,322,175	5.71	4,245,291	4.07
1419	Chic., St. P., Minneap. & Om. Ry. ²³			787,976	7.00	1,447,916	5.52	2,235,892	3.71
1442	Gt. Nn. Ry. ²⁴			1,250,000	5.00	600,000	4.00	1,850,000	4.63
1443	St. P., Minneap. & Manit. Ry. ²⁵	1,200,000	6.00			3,499,854	4.15	4,699,854	4.50
1508	Nn. Pac. R. R. ²⁶					7,580,555	5.73	7,874,555	3.50
1604	Un. Pac. Ry. ²⁷					4,211,042	4.85	4,211,042	3.33
1691	Mo., Kans. & Tex. Ry. ²⁸					2,677,710	3.80	2,677,710	1.93
1816	Sn. Pac. Co. ²⁹					162,900	6.00	352,574	.14

¹ Lies in Group I, and outside United States; see page 541, No. 66.
² Lies in Groups II and III; see pages 543 and 551, No. 171.
³ Lies in Groups III and VI; see pages 551 and 562, No. 741.
⁴ Lies in Groups II and III; see pages 545 and 552, No. 328. Report for seven months ending June 30, 1896. Reorganization of N. Y., L. Erie & Wn. R. R.
⁵ Lies in Groups III and VI; see pages 552 and 563, No. 789.
⁶ Lies in Groups III and VI; see pages 552 and 563, No. 798.
⁷ Lies in Groups III and VI; see pages 552 and 564, No. 839.
⁸ Lies in Groups III and VI; see pages 552 and 564, No. 840.
⁹ Lies in Groups III and IV; see pages 553 and 556, No. 912.
¹⁰ Inserted to show relation of road following.
¹¹ Lies in Groups III and IV; see pages 554 and 557, No. 971.
¹² Lies in Groups III and VI; see pages 555 and 566, No. 973.
¹³ Lies in Groups III and VI; see pages 555 and 566, No. 978.
¹⁴ Lies in Groups IV and V; see pages 556 and 558, No. 1027.
¹⁵ Lies in Groups IV and V; see pages 557 and 560, No. 1100.
¹⁶ Lies in Groups V and VI; see pages 559 and 564, No. 1218.
¹⁷ Lies in Groups V and VI; see pages 559 and 565, No. 1240.
¹⁸ Lies in Groups VI, VIII, IX, and X; see pages 562, 568, 571 and 573, No. 1349. Includes operations of Atch., Top. & S. Fe R. R. for six months ending December 31, 1895.
¹⁹ Lies in Groups VIII and X; see pages 568 and 573, No. 1621.
²⁰ Lies in Groups VI and VIII; see pages 562 and 568, No. 1369.
²¹ Lies in Groups VI and VII; see pages 562 and 567, No. 1387.
²² Lies in Groups VI and VIII; see pages 563 and 568, No. 1415.
²³ Lies in Groups VI and VII; see pages 563 and 567, No. 1419.
²⁴ Lies in Groups VI, VII and X; see pages 564, 567 and 573, No. 1442.
²⁵ Lies in Groups VI, VII and X; see pages 564, 567 and 573, No. 1443.
²⁶ Lies in Groups VI, VII and X, and outside United States; see pages 565, 567 and 573, No. 1508.
²⁷ Lies in Groups VII, and VIII; see pages 567 and 570, No. 1604.
²⁸ Lies in Groups VIII and IX; see pages 569 and 571, No. 1691.
²⁹ Lies in Groups IX and X; see pages 571 and 574, No. 1816.

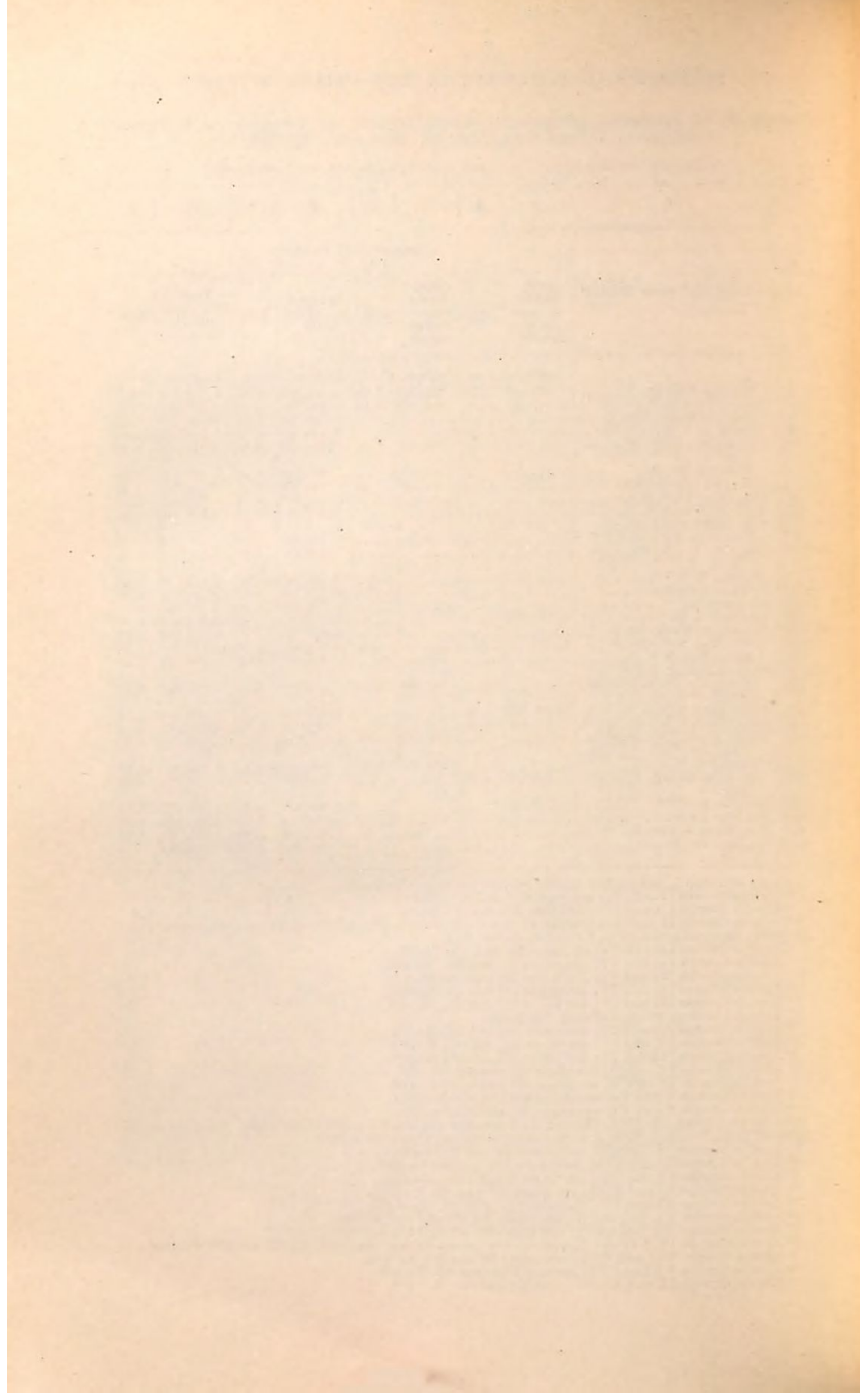


TABLE VI.

GENERAL BALANCE SHEET

FOR

THE YEAR ENDING JUNE 30, 1896.

[Showing Increase or Decrease as compared with June 30, 1895.]

EXPLANATORY NOTE.

The statistics presented in the following table were not compiled on the basis of territorial grouping followed in the preceding tables. The roads appearing in this table are, with a few exceptions, which are explained by footnotes, those filing reports in season for use in all tabulations.

There is an occasional excess of funded debt in this table over similar data presented in Table II, because of the fact that duplications sometimes arise in the case of subsidiary roads, whose "Funded debt" has been assumed by the operating company. The general balance sheets of such subsidiary roads have been included in this table for completeness. In other cases both "Capital stock" and "Funded debt" in this table exceed the amounts shown in Table II on account of the apportionment of a part of such items "To other properties." These exceptions are explained by footnotes.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equipment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Total—Railways in the United States. ¹	8,929,897,770 +54,967,102	570,429,963 +12,775,242	600,786,616 +23,971,455	368,820,203 +14,145,566	344,559,935 +19,462,743	68,744,042 +8,072,654
1	Bang. & Aroostook R. R.	5,779,493 +1,296,350	.....	.....	.....	435,776 +17,413	14,294 +2,706
2	Bang. & Piscataq. R. R.	1,601,690	110,200	.....	.....	.....	.....
6	Benningt. & Rutl. Ry.	1,475,000	.....	.....	.....	52,617 +25,505	7,942 —1,132
7	Boston & Alb. R. R.	27,647,706 +219,417	3,772,400	475,485	.....	1,251,372 —66,347	330,800 —81,040
8	N. Brookf. R. R.	100,000	.....	.....	.....	324 —129	.....
9	Pittsf. & N. Adams R. R.	438,753	11,247	.....	.....	.....	.....
10	Prov., Web. & Springf. R. R.	243,361	.....	.....	.....	1,428 —223	.....
11	Ware Riv. R. R.	1,115,164	.....	.....	.....	.....	.....
12	Boston & Me. R. R. ²	32,269,161 +412,506	4,583,150	5,160,672 +3	707,465 +284,000	5,893,777 +236,497	2,230,284 +652,828
13	Boston & Lowell R. R.	11,758,051 +312,500	833,584	380,330	2,895,000	759,144 +5,853	.....
14	Cent. Mass. R. R.	9,219,743 +102,390	301,850	.....	.....	30,015 +30,015	.....
15	Conn. & Pass. Rivs. R. R.	3,516,525	(³)	763,600 +363,600	.....	5,610 —152	188,661
16	Nash. & Lowell R. R.	684,242 —625	218,243	.....	⁴ 100,000	47,347 +456	.....
17	Peterborough R. R.	595,194	.....	.....	.....	3,171 +340	.....
21	Stony Brk. R. R.	276,601	.....	.....	.....	1,773 +219	.....
22	Wilton R. R.	242,600	.....	.....	.....	2,771 +285	.....
23	Conc. & Montreal R. R.	8,151,793 +30,828	626,455	2,397,399 +129,800	.....	1,443,371 +1,206,957	 —373,260
24	Conc. & Ports. R. R.	350,000	.....	.....	.....	3,246 +131	.....
25	Frank. & Tilton R. R.	250,000	.....	.....	.....	4,901	.....
29	Nash., Acton & Boston R. R.	1,057,031	(³)	.....	.....	6,257	.....
30	New Boston R. R.	84,000	.....	.....	.....	.....	.....
31	Pemigewasset Vy. R. R.	541,262 +7,964	.....	.....	.....	527 —195	.....
33	Suncook Vy. R. R.	348,199	.....	.....	.....	2,615 +26	.....
37	Conn. Riv. R. R.	2,988,839	455,977	595,278 +3,538	.....	531,448 —132,789	.....
38	Danvers R. R.	239,678	.....	.....	.....	.....	.....
39	En. R. R. in N. H. ⁵	.....	.....	.....	.....	.....	.....
40	Ports. & Dover R. R.	768,400	.....	.....	.....	4,849 —236	.....
41	Kennebunk & Kport. R. R.	65,000	.....	.....	.....	.....	.....
42	Lowell & And. R. R.	767,050	.....	.....	.....	1,516 —3,925	.....
44	Manch. & Law. R. R.	1,279,069	.....	22,340 —25,000	.....	157,695 —3,477	.....
45	Newburyport R. R.	597,386	.....	.....	.....	.....	.....
46	Portl., Saco & Ports. R. R.	1,382,445	96,555	20,000	.....	51,217 —38	.....

¹ "Cost of road" includes "cost of equipment" of certain roads as mentioned in footnotes.² Figures cover whole line, 1,716.76 miles; 40.17 miles not in United States.³ Included in "cost of road."⁴ Note of Boston & Lowell R. R.⁵ Insufficient data for this Table.

THE YEAR ENDING JUNE 30, 1896.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	No.
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
130,468,729		11,615,740,145	5,094,565,549	5,382,680,329	613,097,103	29,254,844	115,212,780	
+5,773,630		+151,291,560	+40,828,210	+65,746,575	+40,739,506	+2,950,332	-4,588,488	
		6,236,055	2,103,400	3,672,806	439,060		20,789	1
		+1,079,248	+235,900	+813,269	+28,044		+2,035	
		1,711,890	356,900	1,225,000			129,990	2
		1,535,559	1,000,000	475,000	28,972		31,587	
		+24,373			+3,391		+20,982	6
		35,804,042	25,000,000	7,485,000	1,001,932	84,495	204,836	
		+136,940		-46,000	+95,243		+22,787	7
		100,324	100,000				324	8
		-129					-129	
		450,000	450,000					9
		244,789	160,000		80,285		4,504	
		-223			-1,031		+808	10
		1,115,164	750,000		365,164			11
2 1,546,270		53,405,040	21,889,000	21,565,780	4,174,621	291,821	1,677,158	12
+40,709		+1,843,994		-89,500	+2,015,186	+3,849	+61,155	
		16,626,109	6,529,400	8,321,900	277,981	61,779	1,423,164	13
3 -10,988		+307,365	+200,000	-11,000	-105,340		+211,820	
		9,551,608	7,421,593	2,100,000			24,917	14
		+132,405	+2,390	+100,000			+24,917	
		4,715,769	2,500,000	1,900,000	78,640		237,129	15
		-152			-5		-147	
		1,049,832	800,000	100,000	1,354		148,478	16
		-169			-2,097		+1,928	
		598,365	385,000		222		213,143	17
		+340			+134		+206	
	134	300,000	300,000					21
	-219							
		245,371	4 240,000		2,771			22
		+285			+285			
		14,122,169	7,197,400	5,500,500	677,257		747,012	23
		+917,068	+1,212,400		-524,820		+229,428	
		353,246	350,000				3,246	24
		+131					+131	
		254,901	250,000				4,901	25
	646,695	1,709,983	500,000	500,000	709,983			29
		84,000	84,000					30
		541,789	541,500				289	
		+7,769	+7,800				-31	31
		350,814	341,700				418	
		+26					+26	33
	300,463	4,911,180	2,580,000	2,290,000	27,847	13,333		
		-129,251			-129,251			37
		239,678	5 58,300	125,000	25,000		22,178	38
								39
		773,249	769,000		33		4,216	
		-236			-387		+151	40
		65,000	65,000					41
		768,566	625,000				143,566	42
		-3,925					-3,925	
		1,459,104	1,000,000	274,000	6,819		178,285	44
		-28,477			-115		-28,362	
		597,386	6 200,900	7 300,000			77,046	45
		1,550,217	1,500,000		402		49,815	
		-38			-159		+121	46

¹ Includes \$80,113,795, "sinking fund."

² Includes \$629,709, "sinking fund."

⁴ Excludes \$2,600, amount paid in on shares not issued.

⁵ Excludes \$9,200, amount paid in on shares not issued.

⁶ Excludes \$19,440, amount paid in on shares not issued.

⁷ "Amount outstanding" is \$445,800, for which the liability of Newburyport R. R. is \$300,000 at termination of its lease.

³ "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip-ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Boston & Me. R. R.—Continued.						
47	Worc., Nash. & Roch. R. R.	4, 138, 585	415, 336	35, 300	.....	20, 551	.....
						—10, 601	.....
48	Me. Cent. R. R. ¹	12, 249, 922	2, 202, 127	524, 976	500	740, 427	651, 016
		+183, 575	+82, 325	+5, 000	.....	—209, 152	+49, 507
49	Belfast & Mooseh. L. R. R.	785, 600	.....	.....	.....	30	.....
		—3, 500	.....	.....	.....	+6	.....
50	Dexter & Newpt. R. R.	297, 000	.....	.....	.....	529	.....
		.....	.....	.....	.....	+7	.....
51	Dexter & Piscataq. R. R.	297, 000	.....	.....	.....	136	.....
		.....	.....	.....	.....	—102	.....
52	En. Me. Ry.	200, 000	.....	.....	.....	130	.....
53	European & N. Amer. Ry. ² .....	.....	.....	.....	.....	.....	.....
54	Knox & Linc. Ry.	1, 549, 904	(³)	.....	.....	.....	.....
55	Portl. & Ogdensb. Ry.	6, 511, 538	(³)	.....	.....	.....	.....
56	Upper Coos R. R.	1, 130, 978	262, 022	.....	.....	.....	.....
		706, 314	(³)	.....	.....	135, 268	21, 305
57	Portl. & Roch. R. R.	+114, 243	.....	.....	.....	—21, 902	+6, 642
58	St. J. & L. Cham. R. R.	4, 644, 974	151, 568	247, 150	.....	120, 507	51, 341
		+9, 177	.....	.....	.....	+6, 765	+537
59	Vt. Vy. R. R. of 1871....	981, 508	96, 080	800, 000	.....	51, 748	.....
		.....	+13, 241	.....	.....	—412	—12, 125
60	Sullivan Co. R. R.	888, 055	98, 175	.....	.....	26, 413	.....
		.....	.....	.....	.....	+626	.....
61	York Harb. & B. R. R.	300, 000	.....	.....	.....	22, 720	.....
		.....	.....	.....	.....	+1, 834	.....
63	Bridgton & Saco Riv. R. R.	171, 059	33, 592	.....	.....	3, 999	782
		.....	.....	.....	.....	—2, 257	+118
64	Bristol R. R. ² .....	.....	.....	.....	.....	.....	.....
66	Canadian Pac. Ry. ⁴	175, 244, 340	21, 447, 000	8, 710, 343	15, 449, 161	11, 276, 927	1, 678, 812
		+1, 013, 521	+207, 571	—466, 104	+1, 072, 756	+1, 301, 558	+69, 204
67	Internat. Ry. of Me. ⁵	6, 176, 425	(³)	.....	.....	.....	.....
70	Montreal & Atl. Ry.	3, 879, 035	(³)	.....	1, 065, 000	55, 670	.....
		+69, 699	.....	.....	.....	—54, 369	.....
71	Newpt. & Richf. R. R.	700, 000	.....	.....	.....	.....	.....
73	Cent. Vt. R. R.	1, 360, 612	506, 792	701, 773	887, 237	370, 210	299, 838
		+166, 023	.....	.....	—1, 800	—80, 421	+47, 126
74	Burl. & Lamoille Vy. R. R. ⁶ .....	.....	.....	.....	.....	.....	.....
75	Consol. R. R. of Vt. ⁶ .....	.....	.....	.....	.....	.....	.....
78	New London Nn. R. R.	3, 011, 075	248, 420	.....	150, 000	80, 294	.....
		+32, 124	.....	.....	.....	+5, 116	.....
80	Clarendon & Pittsf. R. R.	170, 393	(³)	.....	.....	2, 488	.....
		.....	.....	.....	.....	—2, 985	.....
81	Pittsf. & Rutl. R. R.	88, 265	.....	.....	.....	.....	.....
82	Fitchburg R. R.	39, 359, 524	4, 129, 786	.....	.....	2, 644, 273	891, 427
		+124, 495	.....	.....	.....	—194, 674	+122, 580
83	Troy & Benningt. R. R.	236, 953	.....	.....	.....	2, 716	.....
		.....	.....	.....	.....	+422	.....
84	Vt. & Mass. R. R.	5, 746, 477	261, 234	.....	.....	9, 823	.....
		.....	.....	.....	.....	—4, 924	.....
85	Frank. & Megantic R. R. ² .....	.....	.....	.....	.....	.....	.....
86	Kingf. & Dead Riv. R. R.	68, 725	.....	.....	.....	5, 449	.....
		+339	.....	.....	.....	+3, 150	.....
87	Georges Vy. R. R. ² .....	.....	.....	.....	.....	.....	.....
88	Grafton & Upton R. R.	456, 918	61, 082	.....	.....	15, 347	.....
		.....	.....	.....	.....	+12, 950	.....

¹ Figures cover whole line, 813.76 miles; 52.34 miles not in United States.² Insufficient data for this Table.³ Included in "cost of road."⁴ Figures cover line outside of United States only. Not included in totals of this Table.⁵ Covers also Aroostook River R. R. of Me., and Houlton Branch R. R. of Me.⁶ No data for this Table.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
.....	453,928	5,063,700	3,099,800	1,776,000	184,100	3,800	.....	47
.....	—14,039	—24,640	.....	—8,000	—16,640	.....	.....	48
¹ 351,075		24,984,006	² 4,975,400	10,781,700	1,566,603	126,336	668,625	49
+48,657		+223,289	.....	—128,300	+268,587	+1,526	+55,955	50
¹ 220		785,850	648,100	137,500	.....	.....	30	51
¹ —140		—3,634	.....	—3,500	.....	.....	+6	52
318		297,922	122,000	175,000	405	.....	517	53
.....		+7	.....	.....	+27	.....	—20	54
.....		297,136	122,000	175,000	.....	.....	136	55
.....		—102	.....	.....	.....	.....	—102	56
.....		200,130	200,000	.....	.....	.....	130	57
.....								58
.....		1,900,000	200,000	1,700,000	.....	.....	.....	59
.....		6,511,538	³ 4,390,183	2,119,000	.....	.....	.....	60
.....		1,393,000	350,000	1,043,000	.....	.....	.....	61
.....		880,423	592,070	113,500	56,040	1,135	117,678	62
.....		—2,117	.....	+57,000	—64,203	+570	+4,516	63
.....	934,419	6,262,683	3,848,500	2,252,000	136,408	22,133	.....	64
.....	+83,067	+99,516	.....	+184,000	—84,012	.....	.....	65
.....		1,929,336	1,000,000	800,000	30,000	.....	99,336	66
.....		+704	.....	.....	.....	.....	+704	67
.....		1,012,643	500,000	357,000	21,151	3,570	130,922	68
.....		+626	.....	.....	.....	.....	+626	69
.....		322,720	300,000	.....	.....	.....	22,720	70
.....		+1,834	.....	.....	.....	.....	+1,834	71
.....		209,432	90,000	106,500	2,375	2,130	8,427	72
.....		—2,139	.....	.....	—361	.....	—1,778	73
.....								74
.....		236,356,466	71,424,000	49,279,461	4,067,304	301,721	2,643,179	75
.....		+1,747,520	—148,000	.....	+426,239	—12,743	+575,147	76
.....		6,176,425	2,273,000	3,514,000	.....	.....	.....	77
.....		4,999,705	3,200,000	1,065,000	7,596	.....	119,407	78
.....		+15,330	.....	.....	—15,196	.....	+30,526	79
.....		700,000	350,000	350,000	.....	.....	.....	80
32,000		4,956,046	1,000,000	425,000	3,347,025	.....	184,021	81
+32,000		+171,708	.....	—25,000	+122,331	.....	+74,377	82
.....								83
.....								84
.....		3,494,789	1,500,000	1,500,000	3,018	.....	491,771	85
.....		—83,054	.....	.....	+664	.....	—83,718	86
.....		172,881	120,000	.....	25,812	.....	27,069	87
.....		—56,985	+60,000	.....	—107,517	.....	—9,468	88
.....		38,265	30,000	.....	.....	.....	8,265	89
.....		48,749,450	24,360,000	22,268,000	1,217,634	249,657	327,804	90
.....		+100,351	.....	—201,000	+255,612	+1,985	+37,631	91
.....		239,669	150,800	25,000	.....	.....	63,869	92
.....		+422	.....	—4,000	.....	.....	+4,422	93
.....		6,017,534	3,193,000	1,000,000	9,469	.....	172,510	94
.....		—4,924	.....	.....	—4,924	.....	.....	95
.....								96
.....	4,000	78,174	27,050	30,000	15,413	250	.....	97
.....	+1,500	+4,989	+1,000	.....	+1,693	.....	.....	98
.....								99
.....		533,347	250,000	268,000	.....	.....	15,347	100
.....		+12,950	.....	.....	.....	.....	+12,950	101

¹ "Sinking fund."

² Excludes \$8,100, amount paid in on shares not issued.

³ Excludes \$2,355, amount paid in on shares not issued.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equipment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
89	Gr. Trunk Ry.: ¹						
90	Atl. & St. Law. R. R.	8,922,000					
91	Norway Brh. R. R.	8,750					
92	Lewiston & Aub. Ry.	300,000					
93	Hoosac Tun. & Wilm. R. R.	425,558	60,066			20,512	538
		+2,169	+2,289			+9,939	+218
94	Kennebec Cent. R. R.	61,517	20,061			2,610	869
			+1,667			—1,312	+617
95	Lime Rock R. R.	375,942	115,094			9,407	1,714
		+6,985	+39			—3,033	—1,029
97	Mer., Waterb. & Conn. Riv. R. R. ²						
98	Monson R. R.	60,887	17,262			326	
						+326	
99	Montp. & Wells Riv. R. R.	800,000				12,319	18,101
						+12,319	—1,932
100	Barre Brh. R. R.	71,100					
101	Moshassuck Vy. R. R.	80,092	8,670			10,921	2,800
			+570			—269	—332
104	Narragansett Pier R. R.	211,816	26,130			37,380	
			+4,200			—1,019	
106	New England R. R. ³	30,005,000	(⁴)			905,282	379,946
107	Milf. & Woonsocket R. R.	173,381				3,069	
						+2,611	
108	Milf., Frank. & Prov. R. R.	101,308				221	
						—50	
109	Norwich & Worc. R. R.	3,619,202	179,751	495,575		167,930	42,479
						—98,792	
110	Prov. & Springf. R. R.	1,267,450	(⁴)			—26,512	
						2,519	
111	R. I. & Mass. R. R. in Mass.	112,321				—100	
112	R. I. & Mass. R. R. of R. I.	145,020				6,088	
						—102	
113	Rockville R. R. ⁵	144,248	25,858	500		979	1,695
						—539	
114	Woonsocket & Pascoag R. R.	300,000					
110	N. Y. & New Eng. R. R. ⁶ ..						
115	N. Y., New Hav. & Hartf. R. R.	46,168,670	5,952,535	10,139,542	5,564,533	3,105,815	1,801,516
		+2,770,855	+448,741	+6,627,884	+4,841,738	+566,725	—91,145
116	Berkshire R. R.	600,000		3,970		10,339	
						+103	
117	Boston & N. Y. Air Line R. R.	4,437,270	129,932	32,815	10,510	803	
				+1,965	—930	+261	
118	Colchester Ry.	50,000					
119	Chatham R. R.	99,436				752	
						—1,826	
120	Danb. & Norwalk R. R.	1,170,271	228,972				
121	Harlem Riv. & Port Chester R. R.	3,067,000				80	
		+300					
122	Housatonic R. R.	5,203,646	1,581,536				
123	Naugatuck R. R.	2,024,697	297,087				
124	New Hav. & Derby R. R.	1,559,391	200,676				
125	New Hav. & Northamp. Co.	5,731,587	850,431	21,000		1,006	
						+95	
126	Holyoke & Westf. R. R.	522,269				52,966	
						+12,415	

¹ Files no report; inserted to show relation of three roads following.² Report for period, July 1, 1895 to May 30, 1896.³ Report for ten months ending June 30, 1896. Reorganization of N. Y. and New Eng. R. R.⁴ Included in "cost of road."⁵ Report for year ending September 30, 1896.⁶ Report for two months ending August 31, 1895. Reorganized as New England R. R.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
		8,922,000	5,484,000	3,438,000				89
		8,750	8,750					90
		300,000	300,000					91
		506,674	250,000	176,000	72,634	2,933	5,107	92
		+14,615		+18,000	-4,073	+300	+388	93
		85,057	¹ 41,250	30,000	7,257	187	6,363	94
		+972		+13,000	-11,796	-261	+29	95
² 30,062		569,719	³ 48,000	375,000	59,120		12,390	96
+2,971		+5,933		+3,000	-1,822		-2,008	97
	119,367	197,842	70,000	70,000	57,842			98
	+2,572	+2,898			+2,898			99
6,687		913,471	800,000				110,914	100
-3,061		+8,231			-883		+8,607	101
		71,100	71,100					102
867		105,870	50,000				55,870	103
+105		+74					+74	104
		275,326	133,800	95,400	5,813	2,751	37,562	105
		+3,181			-6,484		+9,665	106
		31,290,228	25,000,000	5,005,000	967,151	20,145	7,326	107
	32,150	208,600	148,600	60,000				108
	-2,611							109
	8,471	110,000	100,000	10,000				110
	+50							111
		4,517,829	2,775,800	400,000	430,197	8,000	903,832	112
		-89,007			-90,035		+1,028	113
		1,267,450	517,450	750,000				114
		-26,512			-26,512			115
		114,840	100,000				11,840	116
		-100					-100	117
		189,216	180,000		3,300		5,916	118
		-102			-1,000		+898	119
		173,280	108,750		16,900		47,380	120
		-539					-539	121
		300,000	200,000	100,000				122
								123
		82,942,920	47,475,700	4,300,000	9,478,187	184,649	4,549,455	124
		+15,434,599	+9,532,800		+2,558,568	+23,913	+37,926	125
		614,309	600,000		396		13,913	126
		+103			-94		+197	127
		4,611,330	3,863,763	500,000		11,292	234,775	128
		+1,296					+1,296	129
		50,000	25,000	25,000				130
		101,243	68,200	26,300		263	6,480	131
		-1,826		-2,500		-25	+699	132
		1,399,243	600,000	650,000		14,875	134,368	133
		3,067,080	⁴ 42,550	3,000,000	24,530			134
		+300	+300					135
	128,241	7,117,325	2,898,800	3,000,000		25,421		136
		2,423,284	2,000,000	150,000		500	272,784	137
		1,760,067	447,000	1,280,000		23,354	9,713	138
⁵ 255,000		6,859,024	2,460,000	3,900,000			499,024	139
+15,000		+15,095					+15,095	140
		575,235	260,000	260,000			20,920	141
		+12,415					+3,313	142

¹ Includes \$1,250, amount paid in on shares not issued.

² Includes \$30,000, "sinking fund."

³ Represents amount of cash paid. Amount issued, \$450,000.

⁴ Represents amount paid in. Amount issued, \$425,500.

⁵ "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip- ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	N. Y., New Hav. & Hartf. R. R.—Continued.						
127	Old Colony R. R.	26,731,901	3,161,519	1,444,902	.....	507,200	.....
		+1,478,183				+249,353	.....
128	Boston & Prov. R. R.	5,046,088	871,235	247,609	.....	155,688	.....
						+2,846	.....
129	Attleb. Brh. R. R.	131,416				691	.....
						—75	.....
130	Fall Riv. R. R.	446,332					.....
132	Plymouth & Middleb. R. R.	304,900					.....
133	Prov., War. & Bristol R. R.	457,411	40,000			12,218	.....
						+8,806	.....
135	Prov. & Wore. R. R.	4,276,250	828,887			108,038	.....
						+2,109	.....
136	Shore Line Ry.	1,169,496				1,678	.....
						+1,375	.....
137	Stockbridge & Pittsf. R. R.	448,700		2,550		7,518	.....
						+37	.....
138	W. Stockbridge R. R.	39,600				454	.....
						+81	.....
139	Shepaug, Litchf. & Nn. R. R.	605,119	45,421			48,354	1,781
						+22,112	—6,929
140	Phillips & Rangeley R. R.	237,906	57,588			5,284	.....
						—188	.....
141	Portl. & Rumf. Falls Ry.	1,070,035	102,427	116,700	35,000	41,603	13,024
		+40,367	+14,885	+108,200	+30,000	—26,243	+863
144	Rockport R. R.	22,000	8,000				.....
146	Rutland R. R.	7,533,422	2,004,753	394,634	43,933	144,567	.....
147	Addison R. R.	500,000					.....
148	St. Croix & Penobscot R. R. ²	364,000	(¹)			11,014	.....
						+1,204	.....
149	Sandy Riv. R. R.	150,716	41,546	4,500	41,565	6,565	1,692
		+33,699	+3,277			+607	+144
151	Sebasticoock & Mooseh. R. R.	126,000					.....
152	Somerset Ry.	1,039,961	28,798			15,676	10,189
						+2,601	+128
153	S. Manch. R. R.	83,887	25,818				3,365
							+780
154	Un. Freight R. R.	401,070	14,000	13,000		652	7,985
						—652	—7,361
156	Wood Riv. Brh. R. R.	111,925	16,741			5,514	487
			+3,186			—537	—23
157	Woodstock Ry.	250,000	17,825			6,086	3,162
						—2,889	+787
160	Addison & Pa. Ry.	1,400,146	20,363			9,659	.....
		—742	—3,537			—8,972	.....
161	N. Y. & N. Pa. R. R.	109,060				157	.....
						+157	.....
162	Allegh. & Kinzua R. R. ³					3,383	.....
163	Altoona & Philipsb. Con. R. R. ⁴					—1,275	.....
165	Annap., Wash. & Balt. R. R.	358,000	(¹)			12,405	.....
						+2,066	.....
166	Bachman Vy. R. R.	68,150				81	.....
						—182	.....
167	Balt. & Annap. S. Line R. R.	1,500,000	(¹)			16,706	3,192
						+6,922	—181

¹ Included in "cost of road."³ Report of Receiver.² Figures cover whole line, 21 miles; 4.75 miles not in United States.⁴ Insufficient data for this Table.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
.....		34, 188, 692	¹ 15, 889, 100	14, 595, 200	1, 429, 519	129, 186	779, 099	} 127
.....		+2, 660, 134	+800, 000	+903, 000	+319, 464	+5, 611	-28, 522	
.....		6, 402, 804	4, 000, 000	2, 170, 000	152, 732	.....	80, 072	} 128
.....		+2, 846	.....	.....	+2, 077	.....	+769	
.....		132, 107	131, 700	.....	.....	.....	407	} 129
.....		-75	.....	.....	.....	.....	-75	
.....		446, 332	200, 000	200, 000	25, 386	2, 500	18, 446	} 130
.....					-389	.....	+389	
.....		304, 900	79, 900	225, 000	.....	.....	.....	132
.....		509, 629	437, 300	.....	48, 751	.....	23, 578	} 133
.....		+8, 806	.....	.....	+10, 505	.....	-1, 699	
.....		5, 213, 175	3, 500, 000	1, 500, 000	.....	.....	213, 175	} 135
.....		+2, 109	.....	.....	.....	.....	+2, 109	
.....	28, 826	1, 200, 000	1, 000, 000	200, 000	.....	.....	.....	} 136
.....	-1, 375	.....	.....	.....	.....	.....	.....	
.....		458, 768	448, 700	.....	365	.....	9, 703	} 137
.....		+37	.....	.....	-32	.....	+69	
.....		40, 054	39, 600	.....	.....	.....	454	} 138
.....		-81	.....	.....	.....	.....	-81	
.....		700, 675	600, 000	.....	2, 614	.....	98, 061	} 139
.....		+15, 183	.....	.....	-2, 715	.....	+17, 898	
.....	43, 377	344, 155	99, 400	200, 000	40, 797	3, 958	.....	} 140
.....	+6, 079	+5, 891	.....	.....	+5, 891	.....	.....	
.....		1, 378, 789	300, 000	738, 000	247, 520	12, 042	81, 227	} 141
.....		+168, 072	.....	+57, 500	+78, 899	+172	+31, 501	
.....		30, 000	30, 000	.....	.....	.....	.....	144
.....	57, 806	10, 313, 544	6, 719, 700	3, 500, 000	93, 844	.....	.....	146
.....		500, 000	500, 000	.....	.....	.....	.....	147
.....		375, 014	100, 000	131, 100	1, 477	.....	142, 437	} 148
.....		+1, 204	.....	.....	+76	.....	+1, 128	
.....	109, 719	356, 303	100, 000	200, 000	53, 803	2, 500	.....	} 149
.....	-8, 390	+29, 337	.....	.....	+29, 337	.....	.....	
.....	1, 436	182, 000	126, 000	50, 000	6, 000	.....	.....	151
.....		1, 094, 624	736, 649	225, 000	66, 026	.....	66, 949	} 152
.....		+2, 729	.....	.....	-1, 790	.....	+4, 519	
.....		113, 070	40, 000	.....	16, 308	.....	56, 762	} 153
.....		+780	.....	.....	+3, 137	.....	-2, 357	
.....		436, 707	300, 000	.....	2, 176	.....	46, 031	} 154
.....		-8, 013	.....	.....	-822	.....	-7, 191	
.....		134, 667	60, 000	56, 500	11, 076	1, 554	5, 537	} 156
.....		+2, 626	.....	.....	+2, 110	.....	+516	
.....		277, 073	250, 000	.....	.....	.....	27, 073	} 157
.....		-2, 102	.....	.....	.....	.....	-2, 102	
.....		1, 430, 168	766, 486	380, 106	281, 061	.....	2, 515	} 160
.....		-13, 251	.....	.....	+7, 770	.....	-21, 021	
.....		109, 217	² 50, 000	50, 000	8, 522	.....	695	} 161
.....		+157	.....	.....	+355	.....	-198	
.....		3, 383	.....	.....	1, 356	.....	2, 027	} 162
.....		-1, 275	.....	.....	-444	.....	-831	
.....								163
.....		370, 405	358, 000	.....	10, 197	.....	2, 208	} 165
.....		+2, 066	.....	.....	+1, 139	.....	+927	
.....	40, 035	108, 266	68, 150	.....	40, 116	.....	.....	} 166
.....	+1, 870	+1, 688	.....	.....	+1, 688	.....	.....	
.....		1, 519, 898	900, 000	600, 000	1, 287	.....	18, 611	} 167
.....		+6, 741	.....	.....	-284	.....	+7, 025	

¹ Excludes \$8,525, stock liability.

² Cash realized on amount outstanding.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

	1	2	3	4	5	6	7
No.	Abbreviated name of road.	ASSETS.					
		Cost of road.	Cost of equip-ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
168	Balt. & Del. Bay R. R.	741,500	(¹)	.....	.....	1,175	.....
		.....	.....	.....	.....	—703	.....
170	Balt. & Lehigh Ry.	928,500	.....	.....	.....	15,099	9,175
		—42,506	.....	.....	.....	—903	+7,732
171	Balt. & Ohio R. R.	39,603,685	12,158,640	12,583,555	4,972,674	12,458,971	1,418,840
		+20,216	—552,921	+109,090	+48,442	+2,211,355	+440,420
173	Balt. & Phila. R. R.	9,840,000	20,954	.....	.....	.....	.....
174	Balt. Belt R. R.	14,500,000	.....	.....	.....	.....	.....
175	Confluence & Oakl. R. R.	232,535	.....	.....	.....	.....	.....
		+637	.....	.....	.....	.....	.....
176	Fairmt., Morg. & Pittsb. R. R.	2,421,435	.....	.....	.....	.....	.....
		+6,850	.....	.....	.....	.....	.....
179	Metropolitan Sn. R. R. ²	.....	.....	.....	.....	.....	.....
180	Ohio & Balt. S. Line Ry. (En. Div.).	1,545,229	.....	.....	.....	.....	.....
		+949	.....	.....	.....	.....	.....
181	Parkersburg Brh. R. R.	7,182,881	.....	.....	.....	.....	.....
		+2,332	.....	.....	.....	.....	.....
182	Pittsb. & Connellsv. R. R.	15,301,022	1,734,411	1,052,240	1,700,300	151,031	.....
		+44,795	.....	.....	.....	.....	.....
183	Berlin R. R.	50,425	.....	.....	.....	.....	.....
185	Mt. Pleas. & Broad F. R. R.	203,983	.....	.....	.....	642,298	.....
		.....	.....	.....	.....	+8,052	.....
186	Somerset & Cambria R. R.	1,342,017	.....	.....	.....	244,489	.....
		+1,181	.....	.....	.....	—29,795	.....
187	Schuyl. Riv. E. Side R. R.	9,000,000	.....	.....	.....	291,754	.....
		.....	.....	.....	.....	+52,847	.....
188	S. Brh. R. R. (of W. Va.)	330,700	.....	.....	.....	.....	.....
190	Wash. Co. R. R.	996,747	.....	.....	.....	.....	.....
		+370	.....	.....	.....	.....	.....
191	Wheel., Pittsb. & Balt. R. R.	7,181,380	.....	.....	.....	.....	.....
		+12,693	.....	.....	.....	.....	.....
193	Bay Ridge & Annap. R. R.	55,728	.....	.....	.....	72,031	.....
194	Berkeley Spgs. & Pot. R. R.	89,005	.....	.....	.....	.....	.....
195	Salisbury R. R.	264,664	11,841	.....	.....	3,808	.....
		+1,313	.....	.....	.....	—920	.....
196	Sharpsville R. R.	422,590	26,856	.....	.....	3,567	.....
		.....	.....	.....	.....	—1,835	.....
198	Bang. & Portl. Ry.	411,492	110,783	.....	.....	2,950	.....
		+660	+1,309	.....	.....	+371	.....
199	Easton & Nn. R. R.	388,143	.....	.....	.....	12,987	.....
		+108,544	.....	.....	.....	+6,179	.....
200	Barclay R. R.	450,000	32,967	.....	17,000	29,896	.....
		.....	—28	.....	+9,000	+5,239	.....
201	Bare Rock R. R.	18,587	6,615	.....	.....	500	.....
202	Bath & Hammondspt. R. R.	378,645	32,901	.....	.....	3,729	524
		+3,644	+158	.....	.....	—4,974	—252
205	Bloomsb. & Sullivan R. R.	1,199,000	(¹)	.....	.....	2,588	.....
		.....	.....	.....	.....	—14,051	.....
206	Bradf. & Wn. Pa. R. R.	36,970	9,410	.....	.....	88	.....
		+1,224	+542	.....	.....	—492	.....
207	Bradf., Bord. & Kinzua Ry. ³	1,731	.....	.....	.....	18,247	.....
		+280	.....	.....	.....	+9,809	.....
210	Brownstone & Middlet. R. R.	20,000	7,550	.....	.....	580	.....
		.....	.....	.....	.....	+340	.....

¹ Included in "cost of road."² No data for this Table; road not in operation.³ In process of reorganization.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	No.
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
.....	159,550	902,225	366,500	375,000	157,600	3,125	.....	168
.....	+23,400	+22,697	.....	.....	+22,697	.....	.....	170
.....	.....	952,774	843,500	85,000	10,425	.....	13,849	171
.....	.....	-35,677	-6,500	+85,000	-123,894	.....	+9,717	173
¹ 10,677,526	.....	153,148,118	30,000,000	80,797,000	16,688,466	1,005,400	23,737,443	174
+712,604	.....	+3,112,678	.....	+233,000	+4,315,711	-6,667	-1,554,642	175
.....	2,619,411	12,480,365	4,996,850	4,840,000	2,640,365	.....	.....	176
.....	+121,087	+121,087	.....	.....	+121,087	.....	.....	179
.....	204,520	14,704,520	6,000,000	8,500,000	204,520	.....	.....	180
.....	+144,097	+144,097	.....	.....	+144,097	.....	.....	181
.....	259,002	491,537	200,000	200,000	91,537	.....	.....	182
.....	+6,158	+6,795	.....	.....	+6,795	.....	.....	183
.....	3,991,310	6,412,745	3,000,000	3,000,000	412,745	.....	.....	185
.....	+82,514	+89,364	.....	.....	+89,364	.....	.....	186
.....	.....	.....	.....	.....	.....	.....	.....	187
.....	410,203	1,955,432	290,000	500,000	1,165,432	.....	.....	188
.....	+29,339	+30,288	.....	.....	+30,288	.....	.....	189
.....	4,435,360	11,618,241	6,631,480	3,000,000	1,941,761	45,000	.....	190
.....	+163,214	+165,546	.....	.....	+165,546	.....	.....	191
² 706,504	9,271,849	29,967,357	1,956,091	³ 20,648,224	7,303,042	.....	.....	192
+21,758	+843,668	+910,221	.....	.....	+910,221	.....	.....	193
.....	88,495	138,920	50,000	.....	88,920	.....	.....	194
.....	+4,558	+4,558	.....	.....	+4,558	.....	.....	195
.....	.....	846,281	150,500	.....	.....	.....	695,781	196
.....	.....	+8,052	.....	.....	.....	.....	+8,052	197
.....	12,994	1,599,500	1,000,000	599,500	.....	.....	.....	198
.....	-7,886	-36,500	.....	-36,500	.....	.....	.....	199
.....	.....	9,291,754	4,500,000	4,500,000	.....	.....	291,754	200
.....	.....	+52,847	.....	.....	.....	.....	+52,847	201
.....	23,573	354,273	130,700	200,000	23,573	.....	.....	202
.....	67,573	1,064,320	982,680	.....	81,640	.....	.....	203
.....	+8,812	+9,182	.....	.....	+9,182	.....	.....	204
.....	4,615,472	11,796,852	5,500,000	5,500,000	796,852	.....	.....	205
.....	+280,717	+293,410	.....	.....	+293,410	.....	.....	206
.....	31,162	158,921	50,000	50,000	58,921	.....	.....	207
.....	+8,442	+8,442	.....	.....	+8,442	.....	.....	208
.....	52,497	141,502	30,650	.....	110,852	.....	.....	209
.....	+12,166	+12,166	.....	.....	+12,166	.....	.....	210
.....	.....	280,313	117,988	150,000	35	.....	12,290	211
.....	.....	+393	.....	.....	+18	.....	+375	212
.....	424	496,196	350,000	.....	146,196	.....	.....	213
.....	+12,856	+11,021	.....	.....	+11,021	.....	.....	214
.....	.....	525,741	121,100	320,000	.....	.....	84,641	215
.....	.....	+2,856	.....	.....	.....	.....	+2,856	216
.....	.....	401,130	300,000	50,000	41,557	.....	9,573	217
.....	.....	+114,723	+100,000	+50,000	-38,045	.....	+2,768	218
.....	.....	1,159,616	⁴ 1,000,000	⁵ 76,000	.....	.....	83,616	219
.....	.....	+11,511	.....	.....	.....	-850	+12,361	220
.....	.....	25,702	20,000	.....	4,327	.....	1,375	221
.....	.....	.....	.....	.....	-495	.....	+495	222
.....	7,196	423,535	100,000	300,000	15,213	2,917	5,405	223
.....	+3,334	+2,450	.....	.....	+210	.....	+2,240	224
.....	.....	1,216,429	600,000	599,000	17,429	.....	.....	225
.....	+9,022	-5,029	.....	.....	-5,029	.....	.....	226
.....	7,133	53,601	36,000	.....	17,601	.....	.....	227
.....	+1,664	+2,938	.....	.....	+2,938	.....	.....	228
.....	20,777	40,755	.....	.....	3,867	.....	36,888	229
.....	.....	+10,089	.....	.....	-405	.....	+10,494	230
.....	.....	28,130	25,000	.....	1,654	.....	1,476	231
.....	.....	+340	.....	.....	+250	.....	+90	232

¹ Includes \$10,542,797, "sinking fund."

² Includes \$685,044, "sinking fund."

³ Includes \$10,000,000, excluded from Table II, assumed by Balt. & Ohio R. R.

⁴ Includes \$350,000, excluded from Table II, apportioned "to other properties."

⁵ Includes \$25,400, excluded from Table II, apportioned "to other properties."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equipment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
212	Buff. & Susq. R. R. {	3,043,000	874	.....	.....	110,011	23,463
	Wellsv., Couderspt. & Pine Ck. R. R. ¹ {	+823,000	+874	.....	.....	+55,777	+8,929
213	Wellsv., Couderspt. & Pine Ck. R. R. ² {	104,105	8,849	.....	.....	6,297	.....
	.....	.....	.....	.....	.....	+4,125	.....
214	Buff., Attica & Arcade R. R. {	375,014	.....	.....	.....	358	.....
216	Buff., Roch. & Pittsb. Ry. {	18,122,626	4,364,309	1,003,670	.....	747,352	245,814
	.....	+109,077	+254,475	.....	.....	—224,106	—16,171
217	Clearf. & Mahon. Ry. {	1,302,045	98,000	.....	.....	.....	.....
	.....	+3,361	.....	.....	.....	.....	.....
218	Johnsonb. & Bradf. R. R. {	921,666	.....	.....	.....	.....	.....
	.....	+2,270	.....	.....	.....	.....	.....
220	{ Mahon. Vy. R. R. ³ {	72,297	186,862	.....	.....	7,256	.....
	{ Mahon. Vy. R. R. ⁴ .... {	.....	.....	.....	.....	+2,500	.....
222	Cammal & Black Forest Ry. {	82,472	11,452	.....	.....	3,278	2,500
	.....	+32,995	+4,952	.....	.....	+1,278	+2,100
223	Catasauqua & Fogelsv. R. R. {	576,920	135,150	.....	22,000	32,645	3,528
	.....	.....	.....	.....	.....	—30,221	+2,746
224	Cats. Mtn. Ry. {	426,577	16,981	.....	.....	6,460	2,677
	.....	+3,185	+6,052	.....	.....	—5,948	+1,044
225	Cairo R. R. {	42,551	6,232	.....	.....	1,794	.....
	.....	+1,523	.....	.....	.....	—13	.....
226	Cent. N. Y. & Wn. R. R. {	1,354,924	26,905	.....	.....	16,522	5,189
	.....	+45,696	+6,544	.....	.....	+5,785	+2,120
227	Cent. Pa. & Wn. R. R. {	6,240,650	.....	.....	.....	4	1,837
	.....	.....	.....	.....	.....	—1,890	+932
228	Cent. R. R. of N. J. {	33,138,001	13,637,154	7,679,495	15,611,524	7,148,244	438,569
	.....	+326,200	+236,667	—53,019	+545,676	+725,032	—20,842
229	Beaver Meadow, Tresckow & New Boston R. R. {	36,000	.....	.....	.....	.....	.....
241	Lehigh & Lack. R. R. {	970,500	.....	.....	.....	.....	.....
242	Wind Gap & Del. R. R. {	181,486	.....	.....	.....	50,000	.....
	.....	+2,245	.....	.....	.....	.....	.....
243	Lehigh & Susq. R. R. ⁵ {	280,649	.....	.....	.....	.....	.....
244	Tresckow R. R. {	+6,634	.....	.....	.....	.....	.....
251	Nesquehoning Vy. R. R. {	1,420,238	.....	.....	.....	262	.....
	.....	.....	.....	.....	.....	—918	.....
253	N. Y. & Long Brh. R. R. {	3,497,243	.....	.....	.....	.....	.....
	.....	—13,068	.....	.....	.....	.....	.....
255	Ogden Mine R. R. {	356,433	93,567	1,700	.....	277	.....
	.....	.....	.....	.....	.....	+101	.....
263	Wilkes B. & Scrans. Ry. {	1,085,056	.....	.....	.....	.....	.....
	.....	+200	.....	.....	.....	.....	.....
264	Cent. R. R. of Pa. ⁵ .... {	.....	.....	.....	.....	.....	.....
73	Cent. Vt. R. R. : {	.....	.....	.....	.....	.....	.....
265	Ogdensb. & L. Cham. R. R. {	5,689,063	2,196,976	.....	.....	.....	.....
	.....	—8,000	.....	.....	.....	.....	.....
266	Sar. & St. Law. R. R. ⁶ {	.....	.....	.....	.....	.....	.....
267	Chambersb. & Gettysb. R. R. {	200,000	(7)	.....	.....	402	.....
	.....	.....	.....	.....	.....	+284	.....
268	Chateaugay R. R. {	252,656	193,660	.....	.....	187,971	17,443
	.....	.....	.....	.....	.....	—23,918	—1,269
269	Chateaugay Ry. {	368,000	.....	.....	.....	.....	.....
271	Clarion Riv. Ry. ⁸ .... {	.....	.....	.....	.....	.....	.....

¹ Report for six months ending December 31, 1895.³ Report for two months ending June 30, 1896.⁵ No data for this Table. Under construction.⁷ Included in "cost of road."² Report for six months ending June 30, 1896.⁴ Report for ten months ending April 30, 1896.⁶ No data for this Table.⁸ Insufficient data for this Table.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
¹ 79,233 +21,358		3,256,581 +909,938	1,518,000 +408,000	1,367,000 +318,000	95,978 +52,732	17,088 +3,975	27,036 +14,985	212
		119,251	62,700	20,500	9,883		26,168	213
		+4,125			+990		+3,135	
	1,281	376,653	330,000	30,000	16,653			214
		24,583,816	12,000,000	10,667,000	1,292,211	130,922	185,428	216
		+126,636		+149,000	-145,810	+4,136	+117,555	
		1,400,045	650,000	650,000	100,045			217
		+3,361			+3,361			
		921,666	420,000	420,000	81,666			218
		+2,270			+2,270			
		266,415	45,000		218,915		2,500	
		+2,500					+2,500	220
6,147		105,849	75,000	26,000	1,572		3,277	222
+6,121		+47,449	+35,000	+8,000	+1,172		+3,277	
		770,243	426,900	135,000	19,124		189,219	223
		-27,475			-26,526		-949	
		452,695	89,000	303,600	7,793	1,344	50,958	224
		+4,333			-61	-4,843	+9,237	
		50,577	24,400	25,000		250	927	225
		+1,510	+1,500				+10	
	27,983	1,431,523	1,000,000	242,000	189,523			226
	+6,272	+66,417			+66,417			
	122,159	6,364,650	5,620,650	620,000	124,000			227
	+31,958	+31,000			+31,000			
1,382,584		82,665,914	22,497,000	50,000,000	4,645,252	42,274	4,885,044	228
+57,548		+1,824,675		+1,644,000	-202,831	-648	+382,154	
		36,000	36,000					229
		970,500	370,500	600,000				241
		231,486	100,000		131,486			242
		+2,245			+2,245			
								243
		280,649	130,000		150,649			244
		+6,634			+6,634			
		1,420,500	1,418,600		1,900			251
		-918			-918			
	131,689	3,642,000	2,000,000	1,642,000				253
		451,977	450,000				1,977	255
		+101					+101	
		1,085,056	500,000	500,000	85,056			263
		+200			+200			
								264
								73
¹ 10,000		7,919,578	3,077,500	4,817,750			24,328	265
		-8,000		-8,000				
								266
		200,402	200,000		60		342	267
	-7,745	-7,461			-7,803		+342	
		651,730	75,000		79,782		193,414	268
		-25,187					-25,187	
		368,000	168,000	200,000				269
								271

¹ "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip-ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
272	Clove Brh. R. R.....	150,000	38,951			1,732	
			—154			—594	
273	Con. Term. R. R.....	574,903	(¹)			20,029	
		—15,000				—346,670	
274	Cooperst. & Charl. Vy. R. R.	70,145				3,248	
		+30,270				+389	
275	Cooperst. & Susq. Vy. R. R.	525,417	45,881			25,145	
276	Cornwall R. R.....	677,695	189,941			15,812	
						+6,766	
277	Cornwall & Leb. R. R....	1,388,032	193,339			68,712	1,318
		+2,138				+24,416	+444
278	Couderspt. & Port Alleg. R. R.	499,532	30,700			7,090	
		+247,531	+5,200			+6,841	
280	Cumb. & Pa. R. R.....	1,641,101	1,004,237			71,755	65,695
281	Dansv. & Mt. Mor. R. R..	195,156	14,400			692	
						—4	
282	Del. & Hud. Canal Co....	6,590,240	6,255,732			1,422,126	1,658,115
		387,157	+257,510			—23,961	+160,422
283	Alb. & Susq. R. R.....	9,442,535	4,758,232	7,000		2,774	
						+1,372	
288	Renss. & Sar. R. R.....	9,569,745	1,347,744		52,000	11,829	
						+1,295	
289	Alb. & Vt. R. R.....	600,000				9,531	
						+810	
290	Glens Falls R. R.....	456,431					
291	Rutl. & Whiteh. R. R.	255,700	(¹)				
292	Sar. & Schen. R. R....	450,000			5,000	1,180	
						+50	
293	Ticonderoga R. R.....	60,000					
294	Adirondack Ry.....	2,825,995	72,858	3,600		202,991	14,603
		+200	—1,000	+3,600		+16,733	+3,038
295	Del., Lack. & Wn. R. R..	17,313,767	8,307,378	4,082,330	6,272,559	9,162,249	2,046,737
		+8,222	—97,152	—76,250	9,100	+2,260,340	+274,647
296	Cayuga & Susq. R. R..	520,458	79,542			2,471	
						+1,102	
297	Greene R. R.....	401,804					
298	Mor. & Essex R. R.....	33,615,564	5,188,344	432,535			
		+91,818	—129,454				
299	Chester R. R.....	228,039					
		+1,538					
300	Mor. & Essex Ex. R. R.	362,653					
		+270					
301	Newk. & Bloomf. R. R.	281,997					
		+17,722					
302	N. Y., Lack. & Wn. Ry.	26,423,790	5,646,379				
		+2,571	+4,766				
303	Oswego & Syr. R. R....	1,873,799	557,573				
		+12,330	—3,812				
304	Passaic & Del. R. R....	143,541					
		+5,815					
305	Passaic & Del. Ex. R. R.	216,760					
		+1,770					
306	Syr. & Baldwinsv. Ry..	190,992			8,000	4,105	
						—1,077	
307	Utica, Chen. & Susq. Vy. Ry.	3,950,462	190,426				
		—25,982					
308	Valley R. R. (of N. Y.).	1,108,756	42,000				
		+6,036	—8,000				
309	Warren R. R.....	3,194,729					

¹ Included in "cost of road."

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
		191,907	150,000		10,681		31,226	272
		—748			+1,288		—2,036	
		744,932	20,000	500,000	213,279	4,167	7,486	273
		—211,670			+132,679		—344,349	
	7,792	81,185	45,000		36,185			274
	—5,893	+24,766	+30,270		—5,504			
		596,443	308,405	199,600		72	88,366	275
						+72	—72	
		927,867	400,000		15,000		512,867	276
		+6,766			—1,000		+7,766	
		1,681,651	800,000	766,400	18,476		96,775	277
		+26,998		—33,600	—2,188		+62,786	
		537,322	245,000	245,000	232		7,090	278
		+259,572	+45,000	+170,000	+232		+4,340	
		2,782,788	1,500,000	1,000,000	4,969		152,758	280
		233,436	50,000	150,000	33,436			281
		+325			+325			
		15,926,213	4,161,451	594,493	1,422,126		9,748,143	282
		+781,128	—372,668	—53,238	—23,961		+1,230,995	
¹ 140,007		14,350,548	3,500,000	10,500,000			350,548	283
—463,184		—461,812		—500,000			+38,188	
		12,063,829	10,000,000	2,000,000			63,829	288
		+1,295					+1,295	
		609,531	600,000				9,531	289
		+810					+810	
		456,431	96,600	10,000	349,831			290
		255,700	255,700					291
		456,180	450,000				6,180	292
		+50					+50	
¹ 5,000		65,000	30,000	30,000				293
+1,000		+1,000						
	493,816	3,613,863	2,600,000	1,007,605	6,258			294
	—26,965	—4,394		—4,609	+215			
		55,278,593	² 26,200,000	3,067,000	9,763,205	71,563	16,176,825	295
		+2,354,197			+2,970,306		—616,109	
		602,471	589,110				13,361	296
		+1,102					+1,102	
		401,804	200,000	200,000	1,804			297
	708,652	39,945,095	15,000,000	24,744,000	201,095			
		—37,636			—37,636			298
		228,039	100,534	100,000	27,505			
		+1,538			+1,538			299
		362,653	221,000		141,653			
		+270			+270			300
		281,997	103,850		178,147			
		+17,722			+17,722			301
		32,070,169	10,000,000	22,000,000	70,169			
		+7,337			+7,337			302
	28,664	2,460,036	1,320,400	1,106,000	33,636			
		+8,488			+8,488			303
		143,541	111,050		32,491			
		+5,815			+5,815			304
		216,760	100,000		116,760			
		+1,770			+1,770			305
	6,163	209,260	94,260	115,000				
	+1,077							306
		4,140,888	4,000,000		140,888			
		—25,982			—25,982			307
		1,150,756	750,000	400,000	756			
		—1,964			—1,964			308
		3,194,729	1,800,000	1,350,000	44,729			

¹ "Sinking fund."

² Includes \$10,000,000, excluded from Table II, apportioned "to other properties."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip- ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Del., Lack. & Wn. R. R.—Continued.						
310	Han. & Newpt. R. R. {	388, 627	.....	.....	.....	50, 000	.....
		+2, 650	.....	.....	.....	.....	.....
311	Hopatcong R. R. {	27, 749	.....	.....	.....	.....	.....
		+79	.....	.....	.....	.....	.....
312	Lack. & Montrose R. R. {	141, 884	.....	.....	.....	.....	.....
		+4	.....	.....	.....	—48	.....
313	Sussex R. R. {	1, 798, 504	74, 150	.....	.....	138, 945	.....
		.....	—10, 400	.....	.....	+36, 190	.....
314	Syr., Bing. & N. Y. R. R {	4, 225, 947	315, 660	.....	.....	344, 177	12, 090
		.....	—37, 846	.....	.....	+27, 238	—1, 340
315	Del. Riv. R. R. {	219, 558	19, 373	4, 000	.....	27, 491	.....
		.....	.....	.....	.....	+1, 832	.....
317	Del., Susq. & Schuyl. R. R {	1, 172, 563	974, 039	.....	.....	809, 778	14, 090
		—4, 563	.....	.....	.....	+192, 727	+440
322	E. Broad Top R. R. & Coal Co. {	943, 943	194, 118	90, 585	1, 000	193, 247	2, 039
		.....	+3, 189	.....	.....	+10, 664	—80
326	Emmitsburg R. R. ¹ .....	.....	.....	.....	.....	.....	.....
327	Emp. & Rich Vy. R. R. {	96, 794	24, 546	.....	.....	427	.....
		+3, 615	.....	.....	.....	+189	.....
328	Erie R. R. ²	272, 347, 785	1, 954, 760	.....	2, 555	4, 672, 674	871, 696
330	Avon, Geneseo & Mt. Mor. R. R. ³ .....	.....	.....	.....	.....	.....	.....
340	Goshen & Deckert. Ry. {	342, 690	.....	.....	.....	2, 174	.....
		.....	.....	.....	.....	+93	.....
344	Montg. & Erie Ry. {	327, 000	.....	.....	6, 500	1, 191	.....
		.....	.....	.....	+6, 500	+94	.....
347	N. Y. & Greenwood L. Ry. ⁴ .....	.....	.....	.....	.....	.....	.....
353	Nn. R. R. of N. J. {	1, 655, 493	.....	.....	.....	229, 459	.....
		.....	.....	.....	.....	+47, 859	.....
354	Nyack & Nn. R. R. {	249, 586	.....	.....	.....	.....	.....
							
355	Pat. & Hud. Riv. R. R. {	630, 000	.....	.....	.....	10, 745	.....
		.....	.....	.....	.....	+2, 385	.....
356	Pat. & Ramapo R. R.	250, 000	.....	.....	.....	9, 115	.....
357	Un. R. R. (of N. Y)	50, 000	.....	.....	.....	.....	.....
359	Roch. & Genesee Vy. R. R.	555, 200	.....	.....	.....	.....	.....
362	Tioga R. R. ⁵ .....	.....	.....	.....	.....	.....	.....
364	N. J. & N. Y. R. R. {	2, 834, 518	207, 133	107, 225	131, 100	22, 965	8, 622
		+13, 033	+10	—571, 400	.....	—1, 488	+1, 925
368	Erie & Wyo. Vy. R. R. {	5, 268, 379	137, 533	.....	.....	105, 245	5, 008
		—51, 321	+23, 057	.....	.....	+22, 942	+5, 008
369	Fall Brk. Ry. {	2, 801, 931	2, 299, 674	.....	.....	566, 269	165, 981
		+1, 580	+123, 958	.....	.....	—216, 314	—4, 085
370	Pine Ck. Ry. {	4, 678, 580	.....	.....	.....	4, 310	.....
		.....	.....	.....	.....	+948	.....
371	Syr., Geneva & Corng. R. R. {	3, 019, 954	.....	.....	.....	99, 346	.....
		.....	.....	.....	.....	+14, 947	.....
372	Falls Ck. R. R. {	30, 000	.....	.....	.....	183	.....
		+1, 714	.....	.....	.....	—3, 555	.....
373	Fonda, Johnst. & Glov. R. R. {	855, 923	114, 166	.....	.....	80, 632	51, 171
		.....	.....	.....	.....	+17, 373	+13, 418
378	Genesee & Wyo. Vy. Ry. {	901, 278	10, 600	.....	.....	6, 723	250
		+8, 399	+10, 600	.....	.....	—13, 005	.....
379	George's Ck. & Cumb. R. R. ¹ .....	.....	.....	.....	.....	.....	.....

¹ Insufficient data for this Table.² Report for seven months ending June 30, 1896. Reorganization of N. Y., L. Erie & Wn. R. R.³ No data for this Table.⁴ Report for ten months ending April 30, 1896.⁵ Report for five months ending November 30, 1895.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
.....		438,627	50,000	.....	386,761	.....	1,866	} 310
.....		+2,650	.....	.....	+2,661	.....	-11	
.....		27,749	10,000	.....	10,264	.....	7,485	} 311
.....		+79	.....	.....	+79	.....	.....	
.....		141,884	130,500	.....	3,846	.....	7,178	} 312
.....		-44	.....	.....	-215	.....	+171	
.....		2,011,599	1,638,600	236,500	2,575	4,139	129,785	} 313
.....		+25,790	.....	.....	.....	.....	+25,790	
.....		4,897,874	2,500,000	1,966,000	72,995	34,405	324,474	} 314
.....		-11,948	.....	.....	+5,804	.....	-17,752	
.....	22,211	292,633	225,000	65,000	2,633	.....	.....	} 315
.....	-4,507	-2,675	.....	.....	-2,675	.....	.....	
.....		2,970,470	1,500,000	600,000	356,824	9,000	504,646	} 317
.....		+188,604	.....	.....	+36,375	.....	+152,229	
.....	188,105	1,613,037	815,589	542,889	254,559	.....	.....	} 322
.....	+11,044	+24,817	.....	.....	+24,817	.....	.....	
.....								326
.....		121,767	¹ 85,000	.....	16,115	.....	20,652	} 327
.....		+3,804	.....	.....	-2,614	.....	+6,418	
.....		282,577,944	146,000,000	131,436,784	3,257,863	918,277	151,709	328
.....								330
.....		344,864	96,190	246,500	.....	.....	2,174	} 340
.....		+93	.....	.....	.....	.....	+93	
.....		334,691	150,000	177,000	.....	.....	1,191	} 344
.....		+6,594	.....	+6,500	.....	.....	+94	
.....								347
.....		1,884,952	1,000,000	654,000	215,146	.....	15,806	} 353
.....		+47,859	.....	.....	+45,362	.....	+2,497	
.....		249,586	75,000	150,000	21,336	.....	.....	} 354
.....				-7,500	+7,500	.....	.....	
.....		640,745	630,000	.....	9,964	.....	781	} 355
.....	-622	+1,763	.....	.....	+982	.....	+781	
.....		309,115	298,000	.....	.....	.....	11,115	356
.....		50,000	50,000	.....	.....	.....	.....	357
.....		555,200	555,200	.....	.....	.....	.....	359
.....								362
.....		3,311,563	2,228,600	918,000	24,644	4,000	136,199	} 364
.....		-557,920	-571,400	+20,000	-30,414	+4,000	+19,774	
.....		5,516,165	1,500,000	3,000,000	546,762	.....	469,403	} 368
.....		-314	.....	.....	-89,898	.....	+89,584	
.....		5,846,409	5,000,000	170,000	194,705	.....	481,704	} 369
.....		-91,013	.....	-180,000	+8,009	.....	+80,978	
.....	131,239	4,814,129	1,000,000	3,500,000	296,629	17,500	.....	} 370
.....	-34,002	-33,054	.....	-5,000	-28,029	-25	.....	
.....		3,119,300	1,325,000	1,259,400	.....	15,770	519,130	} 371
.....		+14,947	.....	-31,700	.....	-277	46,924	
.....		30,183	30,000	.....	.....	.....	183	} 372
.....		-1,841	.....	.....	-1,944	.....	+103	
.....	² 22,571	1,155,708	300,000	500,000	143,853	.....	211,855	} 373
.....	-10,500	+18,291	.....	.....	+21,935	.....	-3,644	
.....		982,353	456,200	500,000	23,653	2,500	.....	} 378
.....	+39,878	+45,872	.....	+70,000	-24,478	+350	.....	
.....								379

¹ Represents amount realized from sale of stock outstanding.

² "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equipment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
89	Gr. Trunk Ry.: ¹						
380	U. S. & Can. R. R.....	679,950				382	
381	Grays Run R. R. ²	73,697	15,680			112	
383	Greenlick Ry. ³					+112	
384	Greenwich & Johnsonv. Ry.	125,330	9,055			8,754	
388	Hunters Run & Slate Belt R. R.	49,549	6,589			—433	
389	Hunt. & Broad Top Mtn. R. R. & Coal Co. ³					12,774	189
390	Iron-ton R. R.....	183,000	17,000			—4,065	+9
391	Island R. R.....	449,000				94,273	
393	Kanona & Pratts. R. R.	148,303	14,532			—10,757	
394	Keesev., Ausable Chasm & L. Cham. R. R.	+568	+2,656			6,685	
395	Ketner, St. Mary's & Shawmut R. R.	59,468	6,141			+5,995	
396	Keystone R. R.....	49,068	8,425			865	200
362	Kinderhook & Hud. Ry. Co. ⁴	—4,963	—5,075			—293	
399	Kishacoquillas Vy. R. R.	56,000	14,000			1,774	1,016
400	L. Cham. & Moriah R. R.	—188,206	—77,346			+1,185	+309
401	Lanc. & Read. N.G.R.R. ³					13,735	519
402	Lanc., Oxf. & Sn. R. R.	119,686	(⁵)			+6,004	+194
403	Lebanon Spgs. R. R. ⁶		5,361			216	
404	Lehigh & Hud. Riv. Ry.	2,600,140	686,699	350,000		+216	
406	Orange Co. R. R.....	+3,241	—7,125				
407	Lehigh & Pavilion R. R.	415,994					
408	Lehigh Vy. R. R.	50,000					
409	Buff. Ck. R. R.	18,305,971	22,983,832	19,219,271	4,766,116	5,695,025	1,549,362
410	Canastota Nn. R. R.	—1,190	+1,455,468	+1,035,632	—6,916,276	+1,841,869	+19,161
411	Easton & Amb. R. R.	660,893	76,037			2,136	
412	Lehigh Vy. Term. Ry.					—117	
413	Perth Amb. & Raritan Ry.						
414	Pittstown Brh. Ry.						
415	Elm., Cort. & Nn. R. R.						
416	Lehigh & New Eng. R. R.						
418	Lehigh & N. Y. R. R. ⁷						

¹ Files no report; inserted to show relation of road following.² Private road.³ Report for eight months ending February 29, 1896.⁴ Included in "cost of road."⁵ Report for period, August 24, 1895 to June 30, 1896.⁶ Insufficient data for this Table.

Reorganized as Kinderhook & Hud. Ry.

⁷ Receiver's report.

Reorganization of Sn. Cent. R. R.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
		680,332	230,000	433,470	16,862			89
		89,489					112	380
		+112					+112	381
								383
		143,139	118,000				25,139	384
		-433					-433	388
	8,215	80,656	59,600		21,056			388
	+837	-1,694			-1,694			389
		294,710	200,000		6,132		88,578	390
		-10,757			+762		-11,519	391
	26,926	482,611	200,000	250,000	32,611			391
	-639	-1,144			-1,144			393
	133,858	302,979	120,000	5,221	177,758			393
	+6,283	+6,558		-2,656	+9,214			394
		68,399	30,710	30,000	6,623	150	916	394
		+1,444			+4,355		-2,911	395
		71,747	16,000		53,015		2,732	395
		-3,840			-6,572		+2,732	396
		70,216	70,000				216	396
		+216					+216	362
		81,224	70,175	3,000			8,049	399
		+211			-761		+972	400
		203,018	200,000				3,018	401
		-282,440			-3,262		-279,178	401
								402
	2,832	123,349	(1)	(1)	3,663			402
	+1,109	-24			-24			403
	20,152	63,025			63,025			404
	+480	+16,704			+16,704			404
		4,054,255	1,340,000	2,121,653	503,785	5,775	83,042	406
		-16,257		-13,150	-19,501	+5,775	+10,619	407
		415,994	200,000		211,946		4,048	407
		+144			+144			408
		50,000	50,000					408
2,827,829		89,856,729	40,441,100	35,110,000	4,686,844	271,425	6,514,710	409
-277,077		-1,786,537		+937,000	-1,629,777	+295	-424,380	409
		739,066	250,000	488,000			1,066	410
		-117					-117	410
		500,000	200,000	300,000				411
		-9,000			-9,000			411
		12,000,000	6,000,000	6,000,000				412
								412
		21,021,000	10,000,000	11,000,000	21,000			413
		+1,000,000		+1,000,000				413
		40,183	² 12,000		28,183			414
		+4,836			+4,836			414
		59,536	40,000		19,536			415
		+2			+2			415
11,387		4,012,231	2,000,000	2,000,000	642		11,589	416
-13,297		-65,059			-49,773	-26,875	+11,589	416
	4,530	1,933,000	1,500,000	403,000	30,000			418
								418
		5,803,348	3,803,348	2,000,000				418

¹ Road purchased at sheriff's sale by present owners. No stock or bonds issued.

² Represents amount paid in.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip- ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Lehigh Vy. R. R.—Contd.						
419	Lehigh Vy. Ry	23, 202, 045	1, 340, 715	.....	.....	.....	.....
420	Hayt's Cor., Ovid & Wil. R. R. ¹	+75, 386	.....	.....	.....	.....	.....
421	Loyalsock R. R	465, 444	.....	.....	.....	.....	.....
		+7, 160	.....	.....	.....	.....	.....
422	Middlesex Vy. R. R.....	1, 094, 309	.....	.....	.....	.....	.....
		+76, 152	.....	.....	—23, 000	—84, 578	—1, 336
423	Pa. & N. Y. Canal & R. R. Co.	8, 143, 217	.....	.....	.....	.....	.....
		+4, 409	.....	.....	.....	.....	.....
424	Wav. & State Line R. R.	64, 398	.....	.....	.....	.....	.....
425	Roch. Sn. R. R	1, 184, 909	.....	.....	.....	.....	.....
426	Schuyl. & Lehigh Vy. R. R.	4, 000, 000	.....	.....	.....	.....	.....
427	State Line & Sullivan R. R.	729, 152	.....	.....	20, 000	123, 592	.....
		.....	.....	.....	.....	—12, 488	.....
428	Wilkes B. and Harveys L. R. R.	342, 846	.....	.....	.....	.....	.....
		—675	.....	.....	.....	.....	.....
429	Ligonier Vy. R. R.....	250, 944	30, 440	.....	.....	3, 960	.....
		+1, 795	.....	.....	.....	+536	.....
431	Little Falls & Dolgev. R. R.	575, 000	(²)	.....	.....	14, 003	.....
		.....	.....	.....	.....	+4, 534	.....
432	Little Saw Mill Run R. R.	191, 643	146, 382	.....	.....	25, 145	.....
		.....	.....	.....	.....	+1, 145	.....
433	Livonia & L. Conesus R. R. ³	60, 000	.....	.....	.....	6, 476	.....
434	Long I. R. R.: ⁴	.....	.....	.....	.....	.....	.....
440	N. Y., Bklyn. & Manh. B. Ry.	1, 731, 011	504, 470	500, 000	.....	1, 101	.....
		+22, 978	—1, 500	.....	.....	—2, 603	.....
447	Manahawkin & Long B. Transp. Co. ⁵	.....	.....	.....	.....	.....	.....
450	McKeespt. Con. R. R.....	19, 143	32, 908	.....	.....	11, 296	.....
		.....	.....	.....	.....	—10, 333	.....
451	Medix Run R. R	54, 247	12, 058	.....	.....	834	65
		.....	.....	.....	.....	—3, 061	+15
455	Monongahela Con. R. R ..	711, 306	40, 042	.....	.....	61, 432	4, 630
		.....	.....	.....	.....	+10, 081	+1, 025
456	Monongahela Riv. R. R...	2, 051, 691	(²)	25, 600	336, 625	225, 617	.....
		+14, 808	.....	.....	+336, 625	+157, 750	.....
457	Montour R. R.....	117, 029	82, 971	.....	.....	18, 421	.....
		.....	.....	.....	.....	+14, 041	.....
458	Montrose Ry.....	332, 486	41, 308	.....	.....	1, 438	.....
		.....	.....	.....	.....	—948	.....
460	Mt. Hope Minl. R. R	138, 450	8, 000	5, 000	.....	3, 837	.....
		.....	.....	.....	.....	—2, 704	.....
461	Mt. Jew. & Smethpt. R. R	63, 581	13, 051	.....	.....	2, 041	.....
		+17, 471	.....	.....	.....	+119	.....
462	Mt. Jew., Kinzua & Riterv. R. R.	77, 670	(²)	65, 950	.....	31, 874	119
		+1, 424	.....	.....	.....	+2, 603	—5, 139
463	Kinzua Hemlock R. R ..	145, 570	(²)	.....	.....	.....	.....
		+8, 200	.....	.....	.....	.....	.....
464	Mt. McGregor R. R	13, 405	.....	.....	.....	.....	.....
		+760	.....	.....	.....	—296	.....
465	Mt. Penn Gravity R. R ..	115, 390	29, 489	.....	.....	135	.....
		+1, 128	.....	.....	.....	—2, 125	.....

¹ Insufficient data for this Table.³ Report for five months ending June 30, 1896.⁵ No data for this Table.² Included in "cost of road."⁴ Report not filed; inserted to show relation of road following.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
.....	.....	24,542,760	5,900,000	15,000,000	3,642,760	.....	.....	419
.....	.....	+75,386	.....	.....	+75,386	.....	.....	420
.....	.....	465,444	300,000	.....	165,444	.....	.....	421
.....	.....	+7,160	.....	.....	+7,160	.....	.....	422
2,810	7,440	1,104,559	500,000	600,000	4,559	.....	.....	422
+2,810	+7,440	-22,512	.....	.....	+6	.....	-22,518	423
.....	2,887,960	11,165,612	1,061,700	10,000,000	103,912	.....	.....	423
.....	.....	+3,170	.....	.....	+3,170	.....	.....	424
.....	.....	64,398	10,000	.....	54,398	.....	.....	425
.....	.....	1,184,909	800,000	300,000	84,909	.....	.....	426
.....	.....	4,000,000	2,000,000	2,000,000	.....	.....	.....	427
.....	.....	1,410,175	¹ 980,250	² 300,000	19,063	.....	110,862	428
.....	.....	-14,794	.....	.....	-12,616	.....	-2,178	429
.....	.....	342,846	150,000	.....	192,846	.....	.....	431
.....	.....	-675	.....	.....	-675	.....	.....	432
.....	.....	285,344	160,000	75,000	5,108	.....	45,236	433
.....	.....	+2,331	.....	.....	+2,727	.....	-396	434
.....	.....	589,003	250,000	325,000	5,348	.....	8,655	435
.....	.....	+4,534	.....	.....	+1,325	.....	+3,209	436
.....	.....	363,170	144,125	140,500	4	2,108	76,433	437
.....	.....	+1,145	.....	.....	-336	-769	+2,250	438
.....	.....	66,476	60,000	.....	2,821	.....	3,655	439
.....	.....	.....	.....	.....	.....	.....	.....	440
.....	14,339	2,750,921	1,000,000	1,726,000	12,921	.....	.....	441
.....	+2,603	+21,478	.....	+35,000	-13,522	.....	.....	442
.....	.....	.....	.....	.....	.....	.....	.....	443
.....	.....	63,347	40,000	.....	12,335	.....	11,012	444
.....	.....	-10,333	.....	.....	-15,620	.....	+5,287	445
.....	5,782	72,986	70,200	.....	2,786	.....	.....	446
.....	-1,377	-4,423	.....	.....	-4,423	.....	.....	447
.....	.....	817,410	450,000	200,000	11,960	.....	54,102	448
.....	.....	+11,106	.....	.....	+35	.....	+11,071	449
9,622	.....	4,227,168	1,300,000	³ 2,404,243	158,233	36,334	328,358	450
+9,622	.....	+1,795,775	.....	+1,552,214	+158,233	+12,261	+73,067	451
.....	.....	218,421	100,000	100,000	.....	.....	18,421	452
.....	.....	+14,041	.....	.....	.....	.....	+14,041	453
.....	.....	375,232	⁴ 304,900	.....	10,616	.....	57,189	454
.....	.....	-948	.....	.....	+10,441	.....	-11,389	455
.....	5,297	160,584	160,000	.....	584	.....	.....	456
.....	+2,804	+100	.....	.....	+100	.....	.....	457
.....	.....	156,673	150,000	.....	41	.....	6,632	458
.....	.....	+2,590	.....	.....	-1,338	.....	+3,928	459
.....	.....	175,613	80,000	60,000	30,471	650	4,492	460
.....	.....	-1,112	.....	-10,000	+7,128	-25	+1,785	461
.....	.....	145,570	112,100	.....	21,704	.....	11,766	462
.....	.....	+8,200	.....	.....	+3,075	.....	+5,125	463
.....	11,519	24,924	(⁵)	(⁵)	.....	.....	.....	464
.....	+3,626	+4,090	.....	.....	-20,834	.....	.....	465
.....	56,186	201,200	100,000	99,400	1,800	.....	.....	466
.....	+3,797	+2,800	.....	+1,000	+1,800	.....	.....	467

¹ Includes \$244,587, excluded from Table II, apportioned "to other properties."
² Includes \$70,000, excluded from Table II, apportioned "to other properties."
³ Includes \$1,500,000, excluded from Table II, apportioned "to other properties."
⁴ Excludes \$2,527, received in part payment of subscription to stock not issued.
⁵ Reorganization of road incomplete; no stock or bonds issued.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip- ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
466	National Docks Ry	2,897,394	129	.....	.....	117,118	8,634
		+103,452	.....	.....	.....	+87,069	—929
467	New Hav. & Dunbar R. R.	9,420	9,733	.....	.....	6,540	.....
470	N. Y. Cent. & Hud. Riv. R. R.	132,003,392	26,614,299	4,301,096	2,691,166	8,069,065	2,345,900
		+886,607	.....	+300	.....	—1,782,079	—199,997
471	Amst., Chucta. & Nn. R. R.	20,000	.....	.....	.....	.....	.....
472	Carth. & Adirondack Ry.	1,577,972	21,301	.....	.....	30,723	.....
		+58,032	.....	.....	.....	+30,723	.....
473	Gouverneur & Oswegatchie R. R.	650,000	(¹)	.....	.....	.....	.....
474	Mohawk & Malone R. R.	10,900,000	(¹)	.....	.....	.....	.....
475	N. J. Jctn. R. R.	1,719,064	.....	.....	.....	34,037	.....
		+6,326	.....	.....	.....	6,298	.....
476	N. Y. & Harlem R. R.	22,239,021	1,386,319	.....	.....	1,352,725	56,696
		+138,434	—13,549	.....	.....	—128,533	—9,622
477	N. Y. & Putnam R. R.	11,700,000	(¹)	25,000	.....	.....	.....
478	Mahopac Falls R. R.	100,113	.....	.....	.....	.....	.....
479	N. Y. Cent. Niag. Riv. R. R.	28,100	.....	.....	.....	.....	.....
480	Rome, Watert. & Ogdensb. R. R.	14,087,917	1,851,509	2,354,123	205,997	1,186	.....
		.....	.....	.....	.....	+786	.....
482	Niag. Falls Brh. R. R.	243,756	.....	.....	.....	.....	.....
483	Oswego & Rome R. R.	964,900	.....	10,100	.....	.....	.....
484	Utica & Black Riv. R. R.	3,742,650	625,572	.....	50,000	1,164	.....
		.....	.....	.....	.....	—715	.....
485	Carth., Watert. & Sack. Harb. R. R.	758,446	9,311	.....	.....	70,197	.....
		—90	.....	.....	.....	+8,252	.....
486	Spuy. Duy. & Port Mor. R. R.	989,000	.....	.....	.....	.....	.....
487	Tivoli Hollow R. R.	32,500	.....	.....	.....	.....	.....
488	Troy & Greenbush R. R.	274,400	.....	4,400	.....	401	.....
		.....	.....	.....	.....	+118	.....
489	Troy Un. R. R. ² .....	.....	.....	.....	.....	.....	.....
490	W. Shore R. R.	60,000,000	.....	.....	.....	.....	.....
491	Beech Ck. R. R.	10,731,429	(¹)	17,183	.....	275,234	81,049
		+70	.....	.....	.....	+118,262	+31,683
492	Buff. Erie Basin R. R.	13,503	(¹)	.....	.....	.....	.....
493	St. Law. & Adirondack Ry.	1,035,595	.....	.....	.....	51,106	.....
		+489,722	.....	.....	.....	+38,151	.....
494	Wallkill Vy. R. R.	895,064	51,594	.....	.....	39,519	7,147
		.....	.....	.....	.....	—2,343	+3,967
459	N. Y., L. Erie & Wn. R. R. ³	.....	.....	.....	.....	.....	.....
496	N. Y., Ont. & Wn. Ry.	65,739,922	3,886,475	1,571,600	1,654,500	2,498,041	303,031
		+173,231	+276,940	.....	+153,000	+259,385	+101,120
497	Ont., Carb. & Scran. Ry.	3,765,752	.....	.....	.....	16,413	.....
		+15,229	.....	.....	.....	+2,680	.....
498	Rome & Clinton R. R.	360,000	.....	.....	.....	167	.....
		.....	.....	.....	.....	+16	.....
499	Utica, Clinton & Bing. R. R.	1,690,566	.....	.....	.....	37,969	.....
		.....	.....	.....	.....	—1,372	.....
500	Wharton Vy. Ry.	145,000	.....	.....	.....	.....	.....
501	N. Y., Phila. & Norf. R. R.	4,539,340	644,771	.....	.....	155,532	19,569
		.....	.....	.....	.....	—15,037	—12,459
502	N. Y., Susq. & Wn. R. R.	31,180,290	2,566,259	4,421,527	1,468,903	233,430	82,441
		+21,306	+78,604	.....	+303,495	—208,507	+1,512
507	Wilkesb. & En. R. R.	6,073,088	(¹)	.....	.....	.....	19,703
		+12,844	.....	.....	.....	.....	+122
508	Newb., Dutch. & Conn. R. R.	2,555,685	77,458	.....	.....	24,760	13,456
		.....	.....	.....	.....	—17,356	+1,197

¹ Included in "cost of road."² No data for this Table.³ Report of Receivers for five months ending November 30, 1895. Reorganized as Erie R. R.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
15,263		3,038,538	2,750,000		18,925		269,613	466
-48,756		+140,836			-7,407		+148,243	467
	951	26,644	8,000		18,644			470
475,149		193,702,872	100,000,000	70,377,334	6,463,299	270,313	11,881,481	471
+120,682		-296,788		-300,000	-179,828	-1,000	+43,793	472
		20,000	20,000					473
		1,629,996	500,000	1,100,000			29,996	474
	-58,759	+29,996					+29,996	475
		650,000	350,000	300,000				476
		10,900,000	4,500,000	6,400,000				477
		1,801,967	100,000	1,700,000	67			478
		+28			+28			479
		25,039,561	10,000,000	12,000,000	69,331		2,970,230	480
		-13,270			-11,533		-1,737	481
		11,725,000	6,500,000	5,225,000				482
		100,113	100,000				113	483
		28,100	28,100					484
14,000		21,189,944	10,000,000	10,996,352	1,980		139,862	485
-53		-110,543		-111,276	+325		+408	486
6,244		250,000	250,000					487
		975,000	225,000	750,000				488
		4,419,386	2,223,000	2,000,000			195,742	489
		-715					-1,359	490
		837,954	487,345	300,000	7,668		42,941	491
		+8,162			+168		+7,994	492
		989,000	989,000					493
		32,500	32,500					494
		279,201	274,400				4,801	495
		+118					+118	496
		60,000,000	10,000,000	50,000,000				497
		11,794,813	5,500,000	5,500,000	413,125	5,868	316,745	498
		+160,015			-26,083		+130,877	499
		13,503	13,503					500
384,850		1,471,551	590,000	640,000	230,884	10,667		501
+384,850		+912,723	+350,000	+400,000	+159,911	+6,667	-3,855	502
		993,324	330,000	580,000	32,425		50,899	503
		+1,624			-452		+2,076	504
6,000		75,863,405	58,119,983	13,928,836	1,168,998	131,667	2,296,427	505
		+861,544		-102,132	+591,837		+371,238	506
		3,782,165	1,500,000	1,500,000	646,245	6,250	129,670	507
		+17,909			-6,362		+24,271	508
		360,167	345,360		59		14,748	509
		+16					+16	510
		1,728,535	849,285	800,000	25,000		54,250	511
		-1,372					-1,372	512
		145,000	70,000	75,000				513
31,605	385,335	5,805,000	1,714,375	2,848,000	1,242,625			514
+3,500	-8,832	-32,828		-60,000	+27,172			515
² 387,509	63,956	40,404,315	26,000,000	13,245,340	806,172	143,585		516
+193,713	-34,713	+355,410		+609,340	-416,892	-768		517
	95,453	6,188,244	3,000,000	3,000,000	188,244			518
	+14,175	+27,141			+27,141			519
2,538		2,676,508	1,100,000	1,390,500	30,521	1,883	111,104	520
+2,538		-12,234			-11,976	+1,883	+359	521

¹ Excludes \$120,000, "equipment trust obligations."

² Includes \$30,707, "sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equipment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
509	Newpt. & Shermans Vy. R. R. ¹						
510	Niag. Jctn. Ry.	396,053	13,773			3,488	
513	Nn. N. Y. R. R.	+9,848				+2,768	
514	Oil Cy. & Ridg. Ry. & Min. Co. ²	1,671,548				29,867	14,109
		+1,157				+19,431	+6,663
515	Olean, Oswayo & En. R. R.	140,000				1,281	
516	Oregon & Tex. Ry.	41,535	5,950			—3,054	
517	Owasco Riv. Ry.	54,393	6,750				
917	Pennsylvania Co. : ³						
518	Waynesb. & Wash. R. R.	149,990	50,765			17,997	
		—51,732	—6,720			+8,255	
519	Pennsylvania R. R.	75,813,941	39,753,063	82,496,230	36,817,653	20,992,337	3,978,459
		+1,208,982	+1,376,317	+858,747	+1,231,315	—1,359,667	+828,964
520	Bald Eagle Vy. R. R. ...	1,896,376		25,000		388,843	
521	Bedford & Bridgpt. Ry.	2,305,189				—3,813	
522	Bustleton R. R.	100,000				45,468	
						—20,104	
523	Cambria & Clearf. R. R.	2,581,105				79,067	
		+13,828				+51,993	
524	Col. & Port Deposit Ry.	2,811,180				44,570	
525	Cols., Kink. & Springf. R. R.	194,649				+11,129	
526	Cresson & Irvona R. R.	1,000,057				2,535	
		+57				—193	
527	Del. Riv. R. R. & Brg. Co. ⁴	2,305,591				9,597	
						+3,159	
528	Downingt. & Lanc. R. R.	714,628				49,794	
529	Ebensb. & Black Lick R. R.	348,391					
		+3,601				93,582	
530	Engelside R. R.	12,306				—8,770	
						17,481	
531	Fair H. R. R. ⁵	331,301				—45	
		+74,724				293	
532	Freeh. & Jamesb. Agri-cl. R. R.	807,754				—120	
		—176				4,557	
533	Fred. & Pa. Line R. R.	868,688				—12,428	
						11	
534	Han. & York R. R.	532,276				1,151	
535	Harrisb., Ports., Mt. Joy & Lanc. R. R.	1,881,210		85,310		+1,066	
				+5,786		58,222	
536	Johnsonburg R. R.	400,953				—2,752	
						7,909	
537	Kensington & Tacony R. R.	355,766				—68	
		+1,131				142	
538	Lewisb. & Tyrone R. R.	1,566,288				—131	
						—1,510	
539	Mifflin & Centre Co. R. R.	372,439				10,776	
						+935	
540	Millst. & New Bruns. R. R.	113,404				81	

¹ Insufficient data for this Table.² No data for this Table.³ Inserted to show relation of road following.⁴ Report for period, April 19 to June 30, 1896.⁵ Report for five months ending June 30, 1896.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
								509
	6,015	419,329	300,000		119,329			510
-1,044	+1,317	+12,889			+12,889			513
	8,101	1,723,625	1,000,000	678,000	45,625			514
	+8,101	+35,352			+39,112		-3,760	515
								516
	3,262	144,543	70,000	70,000	4,543			517
	+3,262	+208			+3,418		-3,210	917
	5,203	52,688	26,000	7,000	16,688			518
	+380	+380		-3,000	+380			519
		61,143	30,000		6,622		24,521	520
					-258		+258	521
		218,752	101,855	98,900	9,149		8,848	522
		-50,197			-1,906		-48,291	523
¹ 3,615,811		281,496,809	129,302,600	88,162,840	20,042,895	1,637,277	23,253,148	524
+221,699		+3,231,725	+2,850	+3,425,000	-2,363,906	+1,637,277	+49,915	525
		2,438,969	1,535,000	336,000	307		503,662	526
		-3,813		-4,000	+307		-4,120	527
		2,350,657	600,000	1,700,000			50,657	528
		-20,104					-20,104	529
	43,328	143,328	100,000		43,328			530
	+10,083	+10,083			+10,083			531
		2,660,172	1,300,550	1,279,000	33,796		46,826	532
	-5,174	+60,647	+12,000		+1,821		+46,826	533
		2,855,750	1,000,000	1,800,000	4,800		50,950	534
		+11,129			+4,800		+6,329	535
	170,480	367,664	66,050	129,800	171,814			536
	+9,823	+9,630			+9,630			537
	20,403	1,030,057	500,000	500,000	30,057			538
	+16,841	+20,057			+20,057			539
	4,172	2,359,557	900,000	1,000,000	459,557			540
								541
	221,710	936,338	405,650	300,000	230,688			542
	+21,063	+21,063			+21,063			543
	12,622	454,595	350,000	100,000	4,595			544
	+7,086	+1,917			+1,917			545
	213	30,000	30,000					546
	+45							547
	1,406	333,000	150,000		183,000			548
	+1,351	+75,955			+75,955			549
² 50,191		862,502	295,600	498,600	15,687		2,424	550
+5,890		-6,714			-534		-12,070	551
	535,044	1,403,743	779,100	250,000	374,643			552
	+21,834	+21,834			+21,834			553
		533,427	325,000	150,000	5,851		52,576	554
		+1,066			+2,451		-1,385	555
		2,024,742	1,182,550	700,000	57,706		84,486	556
		+3,034			-1,168		+4,202	557
3,200		412,562	200,000	200,000	6,000		6,562	558
	-5,370	-5,438			-12,000		+6,562	559
		355,908	355,900				8	560
		+1,000	+1,000					561
		1,566,288	1,200,000	294,175	24,508		47,605	562
		-1,510		+294,175	-276,522		-19,163	563
		383,215	167,775	200,000	6,504		8,936	564
		+935			-6,000		+6,935	565
	70,478	183,963	95,750		88,213			566
	+5,469	+5,469			+5,469			567

¹ Includes \$3,567,820, "sinking fund."² "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1	2	3	4	5	6	7
	Abbreviated name of road.	ASSETS.					
		Cost of road.	Cost of equip-ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Pennsylvania R. R.—Continued.						
541	Nescopee R. R.....	460,396					
542	N. Y. Bay R. R.....	967,074					
		+7,892					
543	N. & W. Brh. Ry.....	3,301,797				646,657	
						—9,047	
544	Pa. Schuyl. Vy. R. R....	14,132,259		124		1,851	
		+19,473				—135,827	
545	Perth Amb. & Wood- brg. R. R.	346,439				96,945	
						—1,781	
546	Phila. & B. Hav. R. R....	200,000					
547	Phila. & Erie R. R.....	30,479,206		43,314		266,683	32,717
		+13,024				+58,067	+32,717
548	Phila. & L. Brh. R. R....	1,539,223					
549	Phila., Germant. & Chest. H. R. R.	2,528,751				12,732	
		+3,053				—32,039	
550	Pittsb., Va. & Charles- ton Ry.	7,562,557				133,095	
		+332,725				+29,424	
551	Pomeroy & Newk. R. R....	502,056					
552	Ridg. & Clearf. R. R....	987,503				13,148	
						+270	
553	Riverfront R. R.....	600,392				30,450	
		—27,501				+27,668	
554	S. Fork R. R.....	106,219				211	
		+9,430				—833	
555	S. W. Pa. Ry.....	2,519,595				1,147,949	
		+4,491				+8,956	
556	Sunb. & Lewistown Ry....	1,100,000				71,054	
						—21,121	
557	Sunb., Haz. & Wilkesb. Ry.	3,535,124				135,658	
						—36,245	
558	Susq. & Clearf. R. R....	570,913				3,128	
						—482	
559	Tipton R. R.....	43,250				11,098	
						—68	
560	Trenton Del. Brg. Co....	648,900				21,155	
				—1,100		+6,010	
561	Tyrone & Clearf. Ry....	2,119,819				38,439	
		+6,560				+3,440	
562	United N. J. R. R. & Canal Co.	45,892,170	(¹)	4,320,649	1,105,600	509,821	
		+246,743					
563	Belvidere Del. R. R....	4,133,523				110,561	
		+102,999		—88,000	—15,000	—32,612	
564	Camden & Burl. Co. R. R.	749,196				2,261	
		+4,421				+635	
565	Mt. Holly, Lumb. & Medf. R. R.	170,650					
566	Phila. & Trenton R. R....	4,014,349		104,656		38	
		+40,001		—46,800		—283	
567	Connecting Ry.....	3,575,134				810	
		+133,944				+450	
568	Rocky H. R. R. & Transp. Co.	45,654					
569	Vincentown Brh. R. R....	40,000					
570	W. Chester R. R.....	240,000				103	
						—3	

¹ Included in "cost of road," which also covers cost of canal, 66 miles.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
.....	99,849	560,245	259,000	200,000	101,245	.....	.....	541
.....	+8,855	+8,855	.....	.....	+8,855	.....	.....	542
.....	.....	967,074	500,000	467,074	.....	.....	.....	543
.....	.....	+7,892	.....	+7,892	.....	.....	.....	544
.....	.....	3,948,454	1,500,000	1,500,000	3,293	.....	945,161	545
.....	.....	-9,047	.....	.....	+3,230	.....	-12,277	546
.....	2,104	14,136,338	7,117,450	7,000,000	18,638	.....	.....	547
.....	+2,104	-114,250	.....	.....	+18,638	.....	-132,888	548
.....	.....	443,384	228,400	100,000	.....	.....	114,984	549
.....	.....	-1,781	.....	.....	.....	.....	-1,781	550
.....	31,245	231,245	200,000	.....	31,245	.....	.....	551
.....	+12,661	+12,661	.....	.....	+12,661	.....	.....	552
.....	.....	30,821,920	10,385,000	19,799,000	65,798	.....	566,904	553
.....	.....	+103,808	.....	.....	+6,853	.....	+96,955	554
.....	880,156	2,419,379	765,000	750,000	904,379	.....	.....	555
.....	+60,587	+60,587	.....	.....	+60,587	.....	.....	556
.....	3,457	2,544,940	1,263,000	1,263,000	18,940	.....	.....	557
.....	+3,457	-25,529	.....	.....	+16,780	.....	-42,309	558
.....	.....	7,695,652	3,432,900	3,431,000	279,084	.....	475,137	559
.....	.....	+362,149	+400	.....	+275,786	.....	+122,863	560
.....	228,261	730,317	500,000	.....	230,317	.....	.....	561
.....	+9,356	+9,356	.....	.....	+9,356	.....	.....	562
.....	.....	1,000,651	491,000	491,000	.....	.....	18,651	563
.....	.....	+270	.....	.....	.....	.....	+270	564
.....	1 4,000	634,842	300,000	300,000	.....	.....	34,842	565
.....	.....	+167	.....	.....	.....	.....	+167	566
.....	22,665	129,095	116,700	.....	12,395	.....	.....	567
.....	+1,253	+9,850	+8,700	.....	+1,150	.....	.....	568
.....	1 38,000	3,705,544	1,499,900	900,000	5,709	.....	1,218,560	569
.....	.....	+13,447	.....	.....	+1,965	.....	+8,822	570
.....	.....	1,171,054	600,000	500,000	.....	.....	71,054	571
.....	.....	-21,121	.....	.....	.....	.....	-21,121	572
.....	1 90,000	3,760,782	1,000,000	2,350,000	7,550	.....	403,232	573
.....	+5,000	-31,245	.....	.....	+4,467	.....	-35,712	574
.....	138,606	712,647	286,000	285,000	141,647	.....	.....	575
.....	+21,142	+20,660	.....	.....	+20,660	.....	.....	576
.....	.....	54,348	43,250	.....	1,094	.....	10,004	577
.....	.....	-68	.....	.....	+26	.....	-94	578
.....	1 63,000	733,055	298,900	350,000	1,820	.....	19,335	579
.....	+3,500	+8,410	+100,000	-100,000	-1,055	.....	+5,965	580
.....	.....	2,158,258	1,000,000	1,000,000	25,000	.....	133,258	581
.....	.....	+10,000	.....	.....	.....	.....	+20,000	582
.....	178,174	52,881,327	21,240,400	20,001,625	9,761,629	.....	472,455	583
.....	.....	+246,743	.....	.....	+246,743	.....	.....	584
.....	.....	4,246,220	1,253,000	2,793,000	18,766	.....	181,454	585
.....	.....	-32,613	+103,000	-18,000	+17,396	.....	-135,009	586
.....	.....	751,457	381,925	350,000	19,532	.....	.....	587
.....	.....	+5,056	.....	.....	+5,056	.....	.....	588
.....	.....	170,650	95,650	75,000	.....	.....	.....	589
.....	.....	.....	.....	.....	.....	.....	.....	590
.....	.....	4,119,043	1,259,109	.....	2,156,389	.....	703,554	591
.....	.....	-7,082	.....	.....	+39,718	.....	-46,800	592
.....	.....	3,575,944	1,278,300	991,000	1,306,644	.....	.....	593
.....	.....	+134,394	.....	.....	+134,394	.....	.....	594
.....	.....	45,654	45,600	.....	.....	.....	54	595
.....	.....	.....	.....	.....	.....	.....	.....	596
.....	.....	40,000	25,000	* 15,000	.....	.....	.....	597
.....	.....	240,103	165,000	75,000	103	.....	.....	598
.....	.....	-3	.....	.....	-3	.....	.....	599

1 "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

	1	2	3	4	5	6	7
No.	Abbreviated name of road.	ASSETS.					
		Cost of road.	Cost of equip- ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Pennsylvania R. R.—Continued.						
571	Wn. Pa. R. R.	6,602,305				827,670	
		—28,001				—401,350	
572	Allegh. Vy. Ry.	41,235,712	1,741,289			249,205	228,715
		+27,938	+49,374	—23,592		—164,849	+61,013
574	Camden & Atl. R. R. ¹						
575	Phila., Marl. & Medf. R. R. ¹						
573	Cumb. Vy. R. R.	2,104,814		67,502	141,000	323,755	99,593
		+12,211			+500	+62,927	+27,276
574	Cumb. Vy. & Martinsb. R. R.	700,000					
575	Dillsb. & Mechs. R. R.	215,794				50	
						—50	
576	Sn. Pa. Ry. & Min. Co.	1,425,000					
577	Mont Alto R. R.	218,205	16,795			6,090	
						—895	
578	Junction R. R. (of Phila.)	1,034,829				27,812	
						—3,759	
579	Nn. Cent. Ry.	15,338,659	5,502,337	3,134,654	86,175	923,383	488,440
		+44,231	+185,376	+373,620	+19,508	—317,060	+106,441
580	Elm. & L. Ont. R. R. ..	2,000,000				12,600	
						+100	
581	Elm. & Williamspt. R. R.	2,202,000	352,000	3,310		38,020	
		—16,000				—470	
582	Lykens Vy. R. R. & Coal Co.	578,767	17,000	7,294		3,338	
				—315		+1,663	
583	Sham. Vy. & Pottsv. R. R.	1,208,050		3,334		72,546	
						—217	
585	Un. R. R. (of Balt.) ...	2,100,000			181,319	184,916	
						+96,528	
586	Phila., Wilm. & Balt. R. R.	15,849,083	(²)	3,862,990	400,493	1,965,530	357,145
		+416,784		+101,534		—281,617	+81,589
587	Balt. & Pot. R. R.	12,730,576				118,395	
		+25,068				—99,530	
588	Catonsv. S. Line R. R. ³						
589	Cambridge & Seaf. R. R.	500,000					
590	Delaware R. R.	3,261,404				133,552	
		+517				—21,364	
591	Del. & Ches. Ry.	999,413					
592	Del., Md. & Va. R. R.	1,821,328	1,671				
593	Phila. & Balt. Cent. R. R.	4,060,923		1,100		513,564	
		+2,203				—77,419	
594	Chester Ck. R. R. ...	457,100				11,216	
						+26	
595	Phila. & Del. Co. R. R.	536,567				3,617	
		+7,679				—2,245	
596	Queen Anne's & Kent R. R.	334,292					
						—1,088	
597	S. Chester R. R.	186,465				67,100	
		+17,655				—14,090	
598	Wash. Sn. Ry.	2,101,245				37,631	
		+43,450				+9,533	

¹ Report for ten months ending April 30, 1896. Consolidated into W. Jersey & Seashore R. R.² Included in "cost of road."³ No data for this Table.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
.....	.....	7,429,975	1,775,000	4,004,100	25,049	.....	1,548,524	571
.....	.....	—430,851	.....	—430,900	—29,930	.....	+29,979	
175,292	1,010,455	44,640,668	27,021,380	16,809,327	561,551	246,845	.....	572
+91,469	+220,695	+262,048	+304,528	+19,331	—115,171	+53,360	.....	
.....	.....	.....	.....	.....	.....	.....	.....	574
.....	.....	.....	.....	.....	.....	.....	.....	575
.....	.....	2,736,664	1,777,850	270,500	151,104	.....	537,210	573
.....	.....	+102,914	.....	.....	+45,991	.....	+56,923	
.....	58,844	758,844	700,000	.....	58,844	.....	.....	574
.....	+1,291	+1,291	.....	.....	+1,291	.....	.....	
.....	.....	215,844	89,800	100,000	24,751	.....	1,293	575
.....	.....	—50	.....	.....	+4,953	.....	—5,003	
.....	299,269	1,724,269	800,000	625,000	299,269	.....	.....	576
.....	+39,322	+39,322	.....	.....	+39,322	.....	.....	
.....	143,412	384,502	110,000	125,000	149,502	.....	.....	577
.....	+1,905	+1,010	.....	.....	+1,010	.....	.....	
.....	.....	1,062,641	250,000	725,000	9,109	.....	78,532	578
.....	.....	—3,759	.....	.....	—59,753	.....	+55,994	
392,598	.....	25,866,246	7,518,150	14,043,000	1,293,533	60,287	2,092,332	579
—2,975	.....	+409,141	.....	—122,000	+86,179	—4,139	+333,323	
.....	55,292	2,067,892	1,500,000	500,000	67,892	.....	.....	580
.....	—51,741	—51,641	.....	.....	—51,641	.....	.....	
.....	.....	2,595,330	1,000,000	1,554,000	29,615	7,125	4,590	581
.....	.....	—16,470	.....	—16,000	—480	.....	+10	
.....	.....	606,399	600,000	.....	.....	.....	6,399	582
.....	.....	+1,348	.....	.....	.....	.....	+1,348	
.....	.....	2,951,838	869,450	2,000,000	72,263	.....	10,125	583
.....	.....	—259	.....	.....	—419	.....	+160	
.....	.....	2,716,235	2,100,000	600,000	.....	.....	16,235	585
.....	.....	+96,528	+900,000	.....	.....	.....	—803,472	
1 656,591	.....	23,091,832	11,819,350	5,730,000	2,032,777	.....	2,725,703	586
+35,465	.....	+353,755	.....	.....	—100,660	.....	+418,415	
.....	265,196	13,114,167	5,531,100	7,500,000	83,067	.....	.....	587
.....	—34,573	—109,035	+616,850	.....	—725,885	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	588
.....	176,101	676,101	500,000	.....	176,101	.....	.....	589
.....	+7,532	+7,532	.....	.....	+7,532	.....	.....	
.....	.....	3,394,956	2,687,325	500,000	92,419	.....	114,224	590
.....	.....	—20,847	—7	—73,500	—1,688	.....	+53,598	
.....	511,820	1,514,733	600,000	400,000	514,733	.....	.....	591
.....	+8,494	+8,494	.....	.....	+8,494	.....	.....	
.....	362,387	2,185,386	526,758	1,035,000	623,628	.....	.....	592
.....	+3,927	+3,927	.....	.....	+3,927	.....	.....	
.....	.....	4,869,410	2,499,267	2,200,000	2,355	.....	106,275	593
.....	.....	—75,216	.....	.....	+2,229	.....	—77,445	
.....	.....	468,316	272,100	185,000	11,216	.....	.....	594
.....	.....	+26	.....	.....	+26	.....	.....	
.....	34,710	574,894	2 351,200	180,000	37,894	2,250	.....	595
.....	+21,017	+26,451	.....	.....	+26,451	.....	.....	
.....	236,254	570,546	314,835	.....	255,711	.....	.....	596
.....	+20,011	+18,923	.....	.....	+18,923	.....	.....	
.....	.....	253,565	250,000	.....	3,565	.....	.....	597
.....	.....	+3,565	.....	.....	+3,565	.....	.....	
.....	87,990	2,226,866	1,000,000	1,000,000	226,866	.....	.....	598
.....	+15,467	+68,450	.....	.....	+68,450	.....	.....	

1 Includes \$656,000, "sinking fund."

2 Excludes \$3,550, paid in on stock not yet issued.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

	1	2	3	4	5	6	7
No.	Abbreviated name of road.	ASSETS.					
		Cost of road.	Cost of equip-ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
	Pennsylvania R. R.—Continued.						
602	W. Jersey R. R. ¹						
603	Alloway & Quinton R. R. ¹						
604	W. Jersey & Atl. R. R. ¹						
599	W. Jersey & Seashore R. R. ²	8,111,560	1,220,610	225,150		298,210	193,435
600	Pa. & N. Wn. R. R.	4,130,241	386,801			164,298	13,705
		+16,553	+14,597			+13,578	—11,903
604	Perry Co. R. R. ³						
605	Phila. & Read. R. R.	88,054,618	20,764,158	19,163,851	9,291,231	9,642,846	1,054,677
		—33,504	—1,020,120	—19,031	+854,101	+586,524	+109,785
606	Allentown R. R.	1,085,748				30,424	
						+3,729	
607	Allentown Term. R. R. {	1,025,954				13,297	
		+41,808				+2,507	
608	Catawissa R. R. ³						
609	Chest. H. R. R.	120,650				185	
						+11	
610	Colebrookdale R. R.	672,342				43,435	
						+14,510	
611	Danv. & Sham. R. R.	26,710					
612	Dauphin & Berks R. R.	100,000					
613	Del. & Bound Brk. R. R. {	3,347,590	170,921	71,375		52,364	
						+3,842	
614	E. Trenton R. R.	59,000				96	
615	E. Pa. R. R.	1,905,586					
616	Langhorne & Bristol R. R. ⁴	343				2,841	
		—104				+42	
617	Little Schuyl. Nav., R. R. & Coal Co. {	2,405,944		86,350	27,810	66,278	
						+789	
618	E. Mahanoy R. R.	497,793				4,877	
						—14,999	
619	Mill Ck. & Mine H. Nav. & R. R. Co. {	323,045				18,446	
						—43	
620	Mine H. & Schuyl. Hav. R. R. {	4,165,572			359,000	26,687	
						+4,818	
621	Mt. Carb. & Port Carb. R. R. {	282,815				2,367	
						+300	
622	Mt. Carmel & Natalie R. R.	124,249				321,303	
623	Norrist. Jctn. R. R.	59,030				1,221	
						—86	
624	N. Pa. R. R.	10,331,453	1,752,136	49,465	6,300	325,788	
		+2,263	+1,200			—2,157	
625	Phila. & Frankf. R. R. {	731,415				500,912	
		—2,185				—703	
626	Phila. & Read. Term. R. R. {	11,268,381				48,911	
		+115,888				—85,115	
627	Phila., Germant. & Norrist. R. R. {	1,639,872	367,988			30,798	
						—2,896	
628	Plymouth R. R.	286,545					
629	Phila., Harrisb. & Pittsb. R. R. {	3,258,754				3,070	
		+3,916				+62	
630	Pickering Vy. R. R.	481,399				132	

¹ Report for ten months ending April 30, 1896. Consolidated into W. Jersey & Seashore R. R.² Report for two months ending June 30, 1896. Consolidation of Alloway & Quinton, Camden & Atl., Phila., Marl. & Medf., W. Jersey, and W. Jersey & Atl. R. Rs.³ Insufficient data for this Table.⁴ Under construction.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
								602
								603
								604
1,776		10,050,741	¹ 4,696,575	4,279,300	304,125	70,594	611,847	599
		5,066,045	2,250,000	2,618,000	45,680		152,365	600
		-93,175		-129,000	-22,440		+58,265	
								604
786,601	4,398,721	235,624,166	41,400,862	160,738,534	14,830,541	387,294		605
+98,286	+21,392	+884,118	+173,500	-81,475	+1,541,761	+28,867		
	165,458	1,281,630	1,268,885		12,745			606
	-3,729							
		1,039,251	450,000	450,000	139,251			607
		+44,315			+44,315			
								608
		120,835	120,650		185			609
		+11			+11			
633,100	1,348,877	297,215	600,000	448,662	3,000			610
+21,490	+36,000			+36,000				
	26,710	26,710						611
	100,000	100,000						612
	3,646,293	1,800,000	1,800,000	43,890		2,403		613
	+3,873			+3,873				
	59,096	59,000		96				614
481,541	2,387,127	1,730,450	495,000	9,845		151,832		615
				+9,799		-9,799		
	3,184	² 3,000		184				616
	-62			+80		-142		
	2,586,871	2,487,850		21,228		77,793		617
	+578			+1,380		-802		
	502,670	497,750		4,920				618
	-14,999			-14,999				
	341,491	323,375		16,306		1,810		619
	-43			-242		+199		
21,090	4,572,349	4,210,200		3,149				620
-5,091	-273			-273				
	285,182	282,350		1,376		1,456		621
	+300					+300		
	40,670	486,222	175,000	175,000	136,222			622
		60,251	20,250	38,000	127	792	1,082	623
-175		-261			+90		-351	
323,303		12,813,710	4,720,800	7,200,000	340,139		94,593	624
-2,260		-954	+50		-1,004			
	1,232,327	500,000	497,000	235,327				625
	-2,888			-2,888				
	11,317,292	8,500,000		2,254,495		510,918		626
	+30,773			-206,214		+236,987		
6,484	2,319,637	2,246,900		49,776		22,961		627
+5	-2,891			+37		-2,928		
	286,545	12,050						628
	3,261,824	2,000,000	500,000	761,824				629
	+3,978			+3,978				
564,735	1,046,266	95,655	332,300	612,496	5,815			630
+18,128	+18,128			+18,128				

¹ Includes \$327,825, not shown in Table II for reason that stock of constituent companies is not yet converted into stock of this company. ² Represents amount paid in. Amount issued, \$30,000.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip-ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Phila. & Read. R. R.—Continued.						
631	Schuyl. & Lehigh R. R. {	1,075,053					
632	Schuyl. Riv. W. Side R. R. ¹ {	—1,557					
633	Schuyl. Vy. Nav. & R. R. Co. {	2,859					
634	Sham., Sunb. & Lewisb. R. R. {	576,841				15,950	
635	Slatington R. R. ¹ {					+187	
636	Atl. Cy. R. R. {	3,382,529				617,471	
637	Phila. & Brigantine R. R. ² {	+2,709				—2,959	
638	Camden Co. R. R. {	1,741				18,259	
639	Chester & Del. Riv. R. R. {	4,605,551	514,146			136,249	28,992
640	Gettysb. & Harrisb. Ry. {	+4,255	+66,694			—85,046	+3,804
641	Middlet. & Hummelst. R. R. {						
642	N. E. Pa. R. R. {	210,895				7,350	
643	Perkiomen R. R. {	+3,563				—3,260	
644	Phila. & Chest. Vy. R. R. {	360,781					
645	Phila. & Nn. R. R. {	+1,068					
646	Port Read. R. R. {	1,118,285	95,302			561	112
647	Read. & Col. R. R. {						
648	Read., Mari. & Han. R. R. {	187,887					
649	Rupert & Bloomsb. R. R. {	+457					
650	Stony Ck. R. R. {	717,136				264,376	
651	Tamaqua, Haz. & Nn. R. R. {	+475				+612	
652	Phila. Belt Line R. R. {	2,085,578	4,257			90,618	15,381
653	Phila., Newt. & N. Y. R. R. ³ {					+21,669	—5,479
654	Phila., Read. & New Eng. R. R. {	1,088,838				4,790	
655	Phila., Read. & New Eng. R. R. ⁴ {					+71	
656	Dutchess Co. R. R. ³ {	958,476				667	
657	Hartf. & Conn. Wn. R. R. {	+150				+662	
658	Portage Ck. & Rich Vy. R. R. {	3,151,912				21,676	977
659	Port Jer., Monti. & N. Y. R. R. {	+23,098				—59,355	—308
660	Portage Ck. & Rich Vy. R. R. {	2,199,208	245,241			238,638	9,535
661	Port Jer., Monti. & N. Y. R. R. {					+2,195	+1,838
662	Portage Ck. & Rich Vy. R. R. {	332,587					
663	Port Jer., Monti. & N. Y. R. R. {						
664	Portage Ck. & Rich Vy. R. R. {	60,962				21,091	
665	Port Jer., Monti. & N. Y. R. R. {	+129				+5,096	
666	Portage Ck. & Rich Vy. R. R. {	548,923	397			11,877	6,009
667	Port Jer., Monti. & N. Y. R. R. {					—4,596	+873
668	Portage Ck. & Rich Vy. R. R. {	367,014				3,587	
669	Port Jer., Monti. & N. Y. R. R. {	+6,014				+842	
670	Portage Ck. & Rich Vy. R. R. {	190,833				9,842	
671	Port Jer., Monti. & N. Y. R. R. {	+26,548				—25,873	
672	Portage Ck. & Rich Vy. R. R. {						
673	Port Jer., Monti. & N. Y. R. R. {						
674	Portage Ck. & Rich Vy. R. R. {	15,796,210	375,422	900,063		400,761	65,987
675	Port Jer., Monti. & N. Y. R. R. {					—347	
676	Portage Ck. & Rich Vy. R. R. {	18,235	142,153			61,193	42,542
677	Port Jer., Monti. & N. Y. R. R. {	+1,794	+47,847			—6,059	—14,769
678	Portage Ck. & Rich Vy. R. R. {						
679	Port Jer., Monti. & N. Y. R. R. {	2,921,747	373,868				
680	Portage Ck. & Rich Vy. R. R. {						
681	Port Jer., Monti. & N. Y. R. R. {	82,030	6,570			525	265
682	Portage Ck. & Rich Vy. R. R. {						
683	Port Jer., Monti. & N. Y. R. R. {	642,139	17,342			7,477	
684	Portage Ck. & Rich Vy. R. R. {	+11,645	+12,094			+2,072	

¹ Under construction.² Report for three months ending June 30, 1896. Reorganization of Brigantine B. R. R. Insufficient data for this Table.³ Insufficient data for this Table.⁴ Report of Receiver.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
.....	.....	1,075,053	50,000	1,000,000	25,053	.....	.....	} 631
.....	.....	-1,557	.....	.....	-1,557	.....	.....	
.....	.....	2,859	1,500	.....	1,359	.....	.....	632
.....	.....	592,791	576,050	.....	14,834	.....	1,907	} 633
.....	.....	+187	.....	.....	+8	.....	+179	
.....	.....	4,000,000	2,000,000	2,000,000	.....	.....	.....	} 634
.....	.....	-250	.....	.....	-250	.....	.....	
.....	.....	20,000	20,000	.....	.....	.....	.....	635
.....	.....	5,284,938	2,200,000	2,200,000	485,051	18,333	356,484	} 636
.....	.....	-10,293	.....	.....	-94,737	.....	+84,444	
.....	.....	.....	.....	.....	.....	.....	.....	637
.....	26,082	244,327	100,000	39,000	103,627	.....	.....	} 638
.....	+2,649	+2,952	.....	.....	+2,952	.....	.....	
.....	80,313	441,094	40,000	.....	378,794	.....	.....	} 639
.....	+16,249	+17,317	.....	.....	+17,317	.....	.....	
.....	109,877	1,324,138	600,000	565,000	156,450	2,688	.....	} 640
.....	+5,109	+5,109	.....	-2,000	+7,109	.....	.....	
.....	22,855	210,742	175,000	.....	35,742	.....	.....	} 641
.....	+778	+1,235	.....	.....	+1,235	.....	.....	
.....	364,335	1,345,847	400,000	400,000	539,347	5,000	.....	} 642
.....	+2,499	+3,586	.....	.....	+3,586	.....	.....	
.....	787,232	2,983,426	38,400	1,924,600	1,020,426	.....	.....	} 643
.....	-12,531	+3,659	.....	.....	+3,659	.....	.....	
.....	128,824	1,222,452	755,100	380,510	82,336	4,506	.....	} 644
.....	+5,824	+5,895	.....	.....	+5,895	.....	.....	
.....	.....	959,143	900,000	.....	58,343	.....	.....	} 645
.....	.....	+812	.....	.....	+12	.....	.....	
.....	.....	3,174,565	1,565,000	1,500,000	84,137	.....	25,428	} 646
.....	-101,350	-137,915	.....	.....	-163,343	.....	+25,428	
.....	1,399,164	4,091,786	958,373	2,000,000	1,103,954	17,292	.....	} 647
.....	+18,981	+23,014	.....	.....	+23,014	.....	.....	
.....	.....	332,587	250,000	.....	82,587	.....	.....	648
.....	6,273	88,326	50,000	.....	38,326	.....	.....	} 649
.....	-3,345	+1,880	.....	.....	+1,880	.....	.....	
.....	608,557	1,175,763	176,100	350,000	638,038	6,125	.....	} 650
.....	+14,868	+11,145	.....	.....	+11,145	.....	.....	
.....	.....	370,601	300,000	.....	62,880	.....	7,721	} 651
.....	-2,007	+4,849	.....	.....	-2,872	.....	+7,721	
.....	.....	200,675	200,000	.....	675	.....	.....	} 652
.....	.....	+675	.....	.....	+675	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	653
.....	544,778	18,083,221	6,600,000	10,100,000	1,383,221	.....	.....	} 654
.....	+28,017	+27,670	.....	.....	+27,670	.....	.....	
.....	.....	781,887	.....	.....	742,785	.....	39,102	} 655
.....	-21,028	+22,120	.....	.....	-16,982	.....	+39,102	
.....	10,311	3,442,698	2,704,400	700,000	22,698	.....	.....	} 656
.....	.....	.....	+2,700	.....	.....	.....	.....	
.....	1,263	90,653	90,000	.....	653	.....	.....	657
.....	1,813	743,771	409,100	304,724	29,103	844	.....	} 658
.....	-3,490	+97,321	.....	+79,724	+16,753	+844	.....	

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip- ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
659	Pough. & En. Ry. {	646,521	(¹)	.....	500,000	3,178	71
		+10,109	.....	.....	+500,000	-5,477	+71
661	Raritan Riv. R. R. {	664,243	(¹)	.....	.....	13,587	.....
		+4,301	.....	.....	.....	-484	.....
662	Reynoldsv. & Falls Ck. {	313,979	26,021	.....	.....	3,493	.....
	R. R. {	-23,069	-30	.....	.....	-110,454	.....
663	Roch. & Irondequoit R. R.: ²	.....	.....	.....	.....	.....	.....
664	Roch. & L. Ont. Ry.	64,126	5,530	.....	.....	.....	.....
665	Rkaway. Vy. Ry. ³ .....	.....	.....	.....	.....	.....	.....
666	St. Marys & S. Wn. R. R. {	304,942	111,560	.....	.....	96,310	.....
		+561	+2,532	.....	.....	-3,731	.....
670	Silver L. Ry. {	135,491	195,427	.....	.....	33,353	254
		.....	.....	.....	.....	+12,775	.....
671	Skaneateles R. R. {	66,074	41,726	.....	.....	28,990	.....
		.....	.....	.....	.....	+5,844	.....
673	Slate Run R. R. {	65,757	15,243	.....	.....	16,615	.....
							
674	S. Jersey R. R. ⁴	1,575,940	221,677	.....	415,000	12,754	5,032
		+15,121	.....	.....	.....	-12,055	-9,486
676	Staten I. Rap. Trans. R. R. {	8,271,831	314,210	109,003	487,000	565,761	29,592
		-92,439	-385,359	+109,003	+487,000	+98,488	+1,662
677	Staten I. Ry. {	1,188,500	346,696	.....	.....	15,883	.....
		+87,508	.....	.....	.....	-88,491	.....
678	Sterling Mtn. Ry. {	310,908	202,761	.....	.....	.....	128
		.....	.....	.....	.....	.....	-2
679	Stewartstown R. R. {	93,250	8,149	.....	.....	1,317	300
		+1,796	.....	.....	.....	+267	.....
681	Sugar Run R. R. {	44,500	5,500	.....	.....	10,256	.....
		.....	.....	.....	.....	+1,871	.....
682	Susq. & Buff. R. R. ³ .....	.....	.....	.....	.....	.....	.....
684	Tuckerton R. R. {	586,770	75,247	.....	.....	2,149	.....
		.....	.....	.....	.....	+286	.....
685	Tuscarora Vy. R. R. ³ .....	.....	.....	.....	.....	.....	.....
686	Ulster & Del. R. R. {	3,069,580	314,340	740,000	.....	55,574	21,691
		+60,254	+43,044	.....	.....	-20,338	-4,708
687	Del. & Otsego R. R.	306,586	.....	.....	.....	.....	.....
689	Kaaterskill R. R. {	149,868	34,662	.....	.....	1,409	128
		.....	.....	.....	.....	+408	-161
690	Cats. & Tannersv. Ry {	27,130	.....	.....	.....	.....	.....
		+2,607	.....	.....	.....	-1,537	.....
691	Stony Clove & Cats. {	289,741	55,055	.....	.....	9,816	40
	Mtn. R. R. .... {	.....	.....	.....	.....	+499	-79
692	Unadilla Vy. Ry.	494,277	16,555	.....	.....	23,565	2,118
693	Un. Transp. Co. ³ .....	.....	.....	.....	.....	.....	.....
694	Pember. & Hightst. R. R. {	502,150	.....	.....	.....	5,047	.....
		.....	.....	.....	.....	+547	.....
695	Ursina & N. Fork Ry.	27,000	3,000	.....	.....	.....	.....
697	Valley R. R. (of Pa.) {	27,182	3,312	.....	.....	16,555	.....
		+5,540	+270	.....	.....	-511	.....
698	Wash. & Pot. R. R. ³ .....	.....	.....	.....	.....	.....	.....
699	Wn. Md. R. R. {	4,366,558	1,120,179	1,028,400	.....	232,132	57,352
		+37,267	+42,952	.....	.....	-142,840	+778
700	Balt. & Cumb. Vy. R. R.	149,500	.....	.....	.....	2,184	.....
701	Balt. & Cumb. Vy. R. R. Ex.	500,000	.....	.....	.....	16,350	.....
702	Balt. & Cumb. Vy. Ry.	91,000	.....	.....	.....	1,455	.....
703	Potomac Vy. R. R.	525,506	.....	.....	.....	13,239	.....
704	Balt. & Harrisb. Ry. {	1,411,996	(¹)	.....	12,000	146,246	6,788
		+7,506	.....	-25,300	-13,500	+46,919	+163
707	Berlin Brh. R. R. {	77,326	.....	.....	.....	277	.....
		.....	.....	.....	.....	-245	.....

¹ Included in "cost of road."² Report not filed; inserted to show relation of road following.³ Insufficient data for this Table.⁴ Report of Receiver.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	No.
ASSETS.		Total assets (or liabilities), including miscellaneous.	LIABILITIES.					
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
.....	19,491	1,169,261	500,000	500,000	169,261	.....	.....	659
.....	+4,037	+508,740	.....	+500,000	+8,740	.....	.....	661
.....	27,463	708,383	365,000	300,000	43,383	.....	.....	662
.....	+5,747	+9,564	.....	.....	+9,564	.....	.....	663
.....	1,790	345,283	170,000	170,000	183	5,100	.....	664
.....	+1,790	-131,763	.....	.....	-79,037	+5,100	.....	665
.....	.....	69,656	65,000	.....	.....	.....	4,656	666
.....	.....	512,812	300,000	.....	95,420	.....	117,392	667
.....	.....	-638	.....	.....	-69,874	.....	+69,236	668
.....	.....	364,525	120,000	67,500	25,531	340	151,154	669
.....	.....	+12,775	.....	-9,700	+3,829	-2,115	+20,761	670
.....	.....	136,790	77,800	10,000	.....	.....	28,990	671
.....	.....	+5,844	.....	.....	.....	.....	+5,844	672
.....	.....	97,615	81,000	.....	8,345	.....	8,270	673
.....	.....	.....	.....	.....	-4,371	.....	+4,371	674
196,211	108,450	2,535,064	940,000	850,000	219,647	.....	.....	675
+102,575	+41,872	+138,027	.....	.....	-387,390	.....	.....	676
.....	31,515	9,808,912	500,000	8,000,000	1,129,912	15,000	.....	677
.....	-29,410	+188,945	.....	.....	+24,945	.....	.....	678
.....	.....	1,551,079	1,050,000	500,000	.....	.....	1,079	679
.....	.....	-983	.....	.....	-249	.....	-734	680
.....	200,242	714,039	80,000	475,674	158,185	180	.....	681
.....	+168	+166	.....	.....	+166	.....	.....	682
.....	.....	103,394	70,000	.....	9,900	.....	23,494	683
.....	.....	+2,063	.....	.....	-4,100	.....	+6,163	684
.....	.....	60,256	50,000	.....	534	.....	9,722	685
.....	.....	+1,871	.....	.....	-270	.....	+2,141	686
.....	.....	.....	.....	.....	.....	.....	.....	687
.....	9,096	673,262	550,992	99,882	22,388	.....	.....	688
.....	+3,159	+3,445	.....	.....	+3,445	.....	.....	689
.....	.....	.....	.....	.....	.....	.....	.....	690
.....	.....	4,201,185	1,794,600	1,852,300	128,514	.....	425,771	691
.....	.....	+78,252	.....	.....	+70,628	.....	+7,624	692
.....	.....	306,586	299,800	.....	.....	.....	6,786	693
.....	.....	186,067	100,000	.....	11,763	.....	74,304	694
.....	.....	+247	.....	.....	+956	.....	-709	695
.....	1,842	28,972	25,000	.....	3,972	.....	.....	696
.....	+1,295	+2,365	.....	.....	+2,365	.....	.....	697
.....	.....	354,652	124,000	.....	12,195	.....	218,457	698
.....	.....	+420	.....	.....	+5,827	.....	-5,407	699
.....	10,978	547,493	200,000	280,700	66,793	.....	.....	700
.....	.....	.....	.....	.....	.....	.....	.....	701
.....	.....	507,197	342,150	160,000	.....	.....	5,047	702
.....	.....	+547	.....	.....	.....	.....	+547	703
.....	.....	30,000	.....	.....	.....	.....	.....	704
.....	.....	47,049	15,000	.....	23,629	.....	8,420	705
.....	.....	+5,299	.....	.....	-2,975	.....	+8,274	706
.....	.....	.....	.....	.....	.....	.....	.....	707
¹ 278,312	393,068	7,854,855	1,008,950	4,783,272	703,070	.....	.....	708
+14,618	-82,513	-91,490	.....	.....	-85,363	.....	.....	709
.....	.....	151,684	76,700	72,800	2,184	.....	.....	710
.....	.....	516,350	270,000	230,000	16,350	.....	.....	711
.....	.....	.....	.....	.....	.....	.....	.....	712
.....	.....	92,455	42,500	48,500	1,455	.....	.....	713
¹ 23,000	.....	561,745	620	525,000	13,125	.....	.....	714
.....	.....	1,577,030	720,000	690,000	49,944	4,750	112,336	715
.....	.....	-2,726	.....	.....	-13,417	.....	+29,205	716
.....	40,923	118,526	43,195	42,900	32,431	.....	.....	717
.....	+4,111	+3,866	.....	.....	+3,866	.....	.....	718

¹ "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip-ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
708	Wn. N. Y. & Pa. Ry. {	47,772,217	3,651,851	132,476	553,785	645,111	180,168
		+39,414	+3,575	+27,244	+553,785	—35,039	+22,663
719	Kinzua Vy. R. R. {	113,450				646	3,429
		+38				+74	+261
721	Whippany Riv. R. R. ¹						
722	Williams Vy. R. R.	185,025	14,000			12,706	
723	Williamspt. & N. Brh. {	1,947,038	66,446	3,950		24,651	4,601
	R. R. {	+266	+1,308			+3,434	—299
724	Wilm. & Nn. R. R. {	2,225,633	465,044	38,650		195,175	47,977
		+18,235	+7,755			—13,524	—8,847
725	York Sn. R. R. {	999,950	41,863			6,977	
		—815	+41,863			+2,703	
727	Youghy. & Wick. Hav. R. R. ²						
729	Addyston & Ohio Riv. R. R. {	44,620	31,473			32,990	
						—28,500	
730	Alliance & Nn. R. R. {	500,000	2,200			588	
			+2,200			+394	
731	Ann Arbor R. R. ³	13,403,233	933,634			99,126	52,508
732	Arcadia & Betsey Riv. Ry. ⁴	120,059	13,404				
171	Balt. & Ohio R. R. ⁵						
734	Balt. & Ohio & Chic. {	14,916,891	180,960				
	R. R. {	—10,661					
735	Akron & Chic. Jctn. {	3,919,665					
	R. R. {	+2,469					
736	Cent. Ohio R. R. {	7,121,013		7,500		756,683	
		+34,773				+94,507	
737	Sdsky., Mansf. & Newk. R. R. {	3,380,600				116,933	
						+32,729	
739	Col. & Cin. Midl. R. R.	3,958,801	257,563				
740	Newk., Somerset & Stsv. R. R. {	2,203,178					
741	Balt. & Ohio S. Wn. Ry. {	78,377,281	2,622,301	793,775	367,000	1,634,896	352,993
		—63,570	+93,696		+146,000	—15,221	+42,413
742	Clev. Term. & Vy. R. R. ⁶	12,121,905		500		157,591	34,645
743	En. Ohio R. R.	300,000	(⁷)			8,901	
744	Pittsb. & Wn. Ry. {	25,240,640	(⁷)	1,762,265	1,614,134	656,094	125,460
		+97,875		+56,300	—623	+163,848	+24,063
745	Ellwood S. Line R. R. {	716,840				2,034	
						+1,462	
746	Pittsb., Clev. & Tol. {	5,196,314	490,744			105,503	
	R. R. {	—416	+1,600			+51,867	
747	Pittsb., Painsv. & Fairpt. Ry.	2,786,390					
748	Big Level & Kinzua {	208,304				7,025	
	R. R. {	—49,874				+2,596	
747	Valley Ry. (of Ohio) ⁸						
749	Barberton Belt Line R. R. {	99,830	8,562			2,680	858
		+8,578				+233	—34
751	Bedford Belt Ry. {	542,916	41,647			1,894	
		+31,659	+7,750			—5,947	
752	Bellaire, Zanesv. & Cin. Ry. ²						
753	Boyne Cy. & S. En. R. R. {	64,027	15,300			28,141	300
		+10,718				—1,342	+300

¹ No data for this Table. Report of Receiver for nine months ending June 30, 1896.² Insufficient data for this Table.³ Report for eight months ending June 30, 1896. Reorganization of Tol., Ann Arb. & N. Mich. Ry.⁴ Report for period, September 25, 1895 to June 30, 1896.⁵ Inserted to show relation of fifteen roads following.⁶ Report for period, October 6, 1895 to June 30, 1896. Reorganization of Valley Ry. (of Ohio).⁷ Included in "cost of road."⁸ Report of Receivers for period, July 1 to October 5, 1895. Reorganized as Clev. Term. & Vy. R. R.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
		53,136,227	20,000,000	30,141,748	668,524	50,000	1,929,028	708
		+610,835		—44,215	—293,308	+27,454	+901,869	
	3,282	120,807	105,000		15,807			719
	+2,022	+2,395			+2,395			
								721
		211,731	90,000	87,000	14,674		20,057	722
	93,656	2,545,943	1,225,362	1,125,000	176,831	18,750		723
	+19,599	+26,209			+26,209			
		2,972,479	1,278,050	750,000	203,045	4,869	714,015	724
		+3,639			—22,612	+31	+24,720	
		1,048,790	600,000	426,707	18,032		4,051	725
		+42,174		+26,757	+11,366		+4,051	
								727
		109,083	50,000		28,080		31,003	729
		—28,500			—36,749		+8,249	
		502,788	500,000		2,468		320	730
	—4,493	—1,899			—2,219		+320	
116,402	3,433	14,608,336	7,250,000	7,000,000	279,523			731
		133,463	123,000		7,987		2,476	732
								171
	5,107,823	20,205,674	1,503,450	7,744,000	10,958,224			734
	+70,801	+60,140			+60,140			
		3,919,665	2,250,000	1,500,000	45,275	12,500	111,890	735
		+2,469			—21,531		+24,000	
		7,885,196	2,859,900	2,500,000		37,500	2,487,796	736
		+129,280					+129,280	
		3,497,533	1,080,600	2,300,000	98,094		18,839	737
		+32,729			+19,531		+13,198	
	23,636	5,240,000	3,000,000	2,240,000				739
	314,211	2,517,389	1,026,500	800,000	690,889			740
	—2,460	—2,460			—2,460			
		84,163,951	30,000,000	52,021,665	1,780,799	78,918	94,468	741
		+211,318		+494,415	+32,023	—649	—172,463	
		12,314,709	6,670,050	5,500,000	79,635	36,667	28,357	742
		309,026	300,000		4,962		4,064	743
78,082	967,668	31,550,881	13,500,000	14,024,649	3,657,733			744
+17,526	+254,348	—89,705		—133,038	+43,333			
		718,874	300,000	300,000	105,636		13,238	745
		+1,462			+740		+722	
	213,821	7,606,382	3,000,000	4,000,000	606,382			746
	—72,097	+1,580,954		+1,600,000	—19,046			
	156,046	2,942,436	1,050,000	1,250,000	642,436			747
	23,614	238,943	150,000	50,000	37,943	1,000		748
	+4,636	—42,642		—50,000	+7,358			
								747
		111,938	50,000	29,000	22,014	467	10,221	749
		+8,785		+4,000	—2,434	+175	+7,009	
	35,587	622,044	250,000	250,000	122,044			751
	+12,839	+46,301			+46,301			
								752
		107,768	50,000		42,435		15,333	753
		+9,676			+2,293		+7,383	

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip-ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
756	Cent. Un. Depot & Ry. Co. of Cin. ¹						
757	Chic. & S. Bend R. R.		33,698			3,207	257
			+13,459			—430	+66
759	Chic. & W. Mich. Ry.	11,053,756	1,503,486	33,600		397,109	142,796
		+61,936	—335,145		—6,000	—2,955	—21,222
761	Det., Lans. & Nn. R. R. ²	7,044,367	716,043		34,973	585,380	88,312
		+2,275	+45,342			+46,448	+8,366
763	Sag. & Wn. R. R. ²	558,987	9,600				
764	Sag. Vy. & St. L. R. R. ²	603,016	87,037	22,770		4,762	5,614
						—368	+2,209
765	Sag. & Gr. Rap. R. R. ²	70,000					
766	Gr. Rap. Tr. & Jctn. R. R.	5,000					
769	Cin. & Westwood R. R. ³ ..					5,696	2,757
770	Cin., Georget. & Ports. R. R.	699,907				—329	—961
		+3,937					
771	Cin., Ham. & Day. Ry.	18,639,956	178,545	1,119,750	2,339,000	3,712,829	156,583
775	Day. & Mich. R. R.	6,155,599	823,417			566	
		+60,923					
777	Cin., Ham. & Indpls. R. R.	4,865,310	237,452				
		+12,257					
778	Cin., Jack. & Mack. Ry. ..	230,992	(⁴)			100,260	49,817
		+205,752				+49,118	—5,388
780	Cin., Leb. & Nn. Ry.	1,653,998	46,223			23,166	5,358
		+26,611	+2,011			—9,637	—1,263
782	Cin. N. Wn. Ry. ³						
783	Cin., Ports. & Va. R. R.	2,232,308	164,010			67,380	466
		+89,286	+5,885			+34,919	—254
784	Clev., Akron & Cols. Ry. ..	5,708,026	1,624,576	50,000		116,911	30,622
		+4,444				+23,028	—958
785	Clev., Belt. & Term. R. R. ..	4,153,025	6,616			4,084	
		+45,785				—313	
786	Clev., Cant. & Sn. R. R.	16,887,360	1,480,255	545,001	396,153	105,403	31,633
						+24,661	+36
787	Cant. & Wooster R. R. ⁵ ..	14,522				42	
789	Clev., Cin., Chic. & St. L. Ry.	85,660,868	(⁴)	975,361	3,764,230	2,119,376	398,222
		+279,084			+993,877	+685,407	—101,526
795	Day. & Un. R. R.	623,076				133,023	30,922
						+7,681	+4,080
797	Mt. Gil. S. Line Ry.						
798	Peoria & En. Ry.	23,603,000	(⁴)				
799	Clev., Lor. & Wheel. Ry. ..	18,385,668	542,351			368,408	29,320
		+375,358	+433,514			—19,690	—2,878
800	Cols., Hock. Vy. & Tol. Ry.	16,736,052	5,473,859	8,955,000	384,700	1,041,019	76,946
		+13,783		+453,000	—322,300	—450,201	+24,015
803	Cols., Sdsky. & Hock. R. R.	18,260,592				289,208	31,239
805	Crawf. & Manistee Riv. Ry.	50,731	11,618			338	
						+75	
806	Day., Leb. & Cin. R. R.	281,043	18,764			2,222	
		+3,070				—3,420	
808	Det. & Mackinac Ry.	4,542,548	229,241			73,551	24,604
		+462,642	+6,500			—8,015	—1,044
810	Elkhart & Wn. R. R. ³						

¹ No data for this Table.² Report for nine months ending March 31, 1896.³ Insufficient data for this Table.⁴ Included in "cost of road."⁵ Report for period, September 4, 1895 to June 30, 1896.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
								756
		79,687	50,000	10,607			19,080	757
		+13,120		+7,607			+5,513	
	27,330	16,083,801	7,511,800	8,107,413	423,170	41,418		759
	+27,330	+36,006		+160,825	-62,195	+827	-63,451	
¹ 261,066	209,070	8,939,211	4,335,600	3,442,000	1,161,611			761
	+86,508	+188,939			+188,939			
1,913		570,500	4,500	566,000				763
	196,936	920,135	264,804	446,000	209,331			764
	+16,411	+18,252			+18,252			
		70,000	70,000					765
		5,000	5,000					766
								769
	4,706	713,066	400,000	252,000	61,066			770
	+4,706	+7,353			+10,396		-3,043	
		30,347,506	16,599,085	11,525,000	1,740,047	192,059	279,575	771
	22,728	7,424,281	3,614,493	2,728,300	1,081,488			775
		+60,923			+60,923			
	2,361,836	7,516,550	2,500,000	3,835,000		805		777
	+57,430	+69,687						
		419,064			372,430		44,636	778
		+261,357			+227,328		+38,055	
		1,728,745	993,000	372,400	93,188		270,157	780
		+17,722	+1,000	-40	+14,730		+2,032	
								782
		2,464,164	2,160,000	95,000	49,419	396	159,349	783
		+129,836		+95,000	+16,325	+396	+18,115	
		7,930,135	4,000,000	² 3,284,499	382,421	48,250	214,965	784
		+426,514		+304,221	+189,095		-61,194	
		4,163,725	3,179,000	902,000	60,435	3,758	18,532	785
		+45,472	+25,500		+13,839		+6,133	
¹ 45,000	621,747	20,119,452	12,799,459	5,058,982	2,156,511			786
	+120,893	+145,590		-73,201	+219,991			
		14,564	10,000		4,564			787
¹ 316,647		98,034,631	38,416,332	54,036,730	4,940,448	395,566	245,555	789
	+12,900	+2,030,883		+986,000	+971,341	-573	+74,115	
		787,021	86,300	231,080	31,812	1,310	140,154	795
		+11,761		-26,000	+8,901		+2,860	
	16,389	16,389			16,389			797
	-702	-702			-702			
	1,257,833	24,860,833	10,000,000	13,603,000	1,257,833			798
	-3,296	-3,296			-3,296			
	9,400	19,335,147	13,000,000	5,765,000	216,999		353,148	799
	4,600	+781,704		+755,000	-18,774		+45,478	
		33,331,862	14,196,300	17,535,000	1,223,184	273,247	97,630	800
		-23,042		-135,000	+100,075	+1,910	+3,472	
	52,311	18,644,022	7,389,459	9,894,111	1,354,667	5,785		803
		62,687	50,000				12,687	805
		75					+75	
	4,962	306,991	280,200		26,791			806
	+2,284	+1,934			+1,934			
		5,287,246	2,030,000	2,900,000	241,903		115,343	808
		+877,385	+30,000	+900,000	-78,323		+25,708	
								810

¹ "Sinking fund." ² Includes \$1,117, deferred payments, interest on "equipment trust obligations."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equipment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
328	Erie R. R.: ¹						
813	Clev. & Mahon. Vy. Ry.	6,422,332				104,030	
814	New Castle & Shen. Vy. R. R.	+100,113				+21,452	
		541,094					
815	Sharon Ry.	628,577				—4	
816	Westerman Coal & Iron R. R. ²	+11,231				11,580	
						+3,936	
818	Chic. & Erie R. R.	20,871,219	(³)	1,240,000	572	260,099	149,765
		+80,086			—95,183	+91,818	+49,227
819	Evansv. & T. Haute R. R.	6,323,747	2,478,860	2,246,257	86,750	1,708,952	32,942
		+21,617	—76,805	—350	—27,000	—40,030	—258
820	Evansv. Belt Ry.	197,160					
		+1,187					
821	Evansv. & Indpls. R. R.	4,190,276				87,414	4,767
		+2,842				—7,897	—3,558
822	Evansv. & Rich. R. R.	3,016,447	35			15,028	
		+1,950	+35			+2,278	
824	Find., Ft. Way. & Wn. Ry.	3,921,196	86,700			6,063	423
		+7,014				—1,393	+19
825	Flint & Père Marq. R. R.	21,109,462	719,742	346,500		520,396	111,150
89	Gr. Trunk Ry.: ⁴	+28,515	—10,000			+150,551	+19,756
830	Chic. & Gr. Trunk Ry.	17,921,958	1,600,104		119,000	3,147,196	529,034
		+62,040	+6,200		+119,000	+2,446,119	+60,799
831	Gr. Trunk Jctn. Ry.	4,594,260				3,062	
		+1,948				—2,413	
832	Cin., Sag. & Mack. R. R.	3,120,510	105,110			195,310	471
		+14,871				+122,532	—1,169
833	Chic., Det. & Can. Gr. Trunk Jctn. Ry.	2,881,141					
834	Det., Gr. Hav. & Milw. Ry.	6,491,316	568,446			1,887,972	146,182
		+7,718				+1,166,007	+9,085
835	Mich. Air Line Ry.	1,818,097				317	
836	Tol., Sag. & Musk. Ry.	3,148,096	101,270			332,534	10,387
		+12,964				+317,344	—19,033
839	Ind., Dec. & Wn. Ry.	3,655,638	(³)			26,700	23,337
840	Ind., Ill. & Io. R. R.	5,436,602	411,127	1,576	42,500	208,119	49,485
		+89,384	+293			+16,709	—11,606
841	Ind. Nn. Ry.	15,200	4,800			740	
						—2,430	
842	Indpls. Un. Ry.	1,851,926				122,975	17,338
		—3,166				+2,341	—900
843	Indpls. Belt R. R. ⁵						
844	Iron Ry.	557,536	100,000			8,060	
		+5,046				—2,924	—500
845	Ivorydale & Mill Ck. Vy. Ry.	100,000				10,238	
						+8,868	
846	Jamest. & L. Erie Ry.	653,470	(³)			7,610	263
		+203,420				—1,699	—565
847	L. Erie & Wn. R. R.	30,498,821	3,073,762	321,793 ⁶	1,717,376	1,096,823	104,044
				+306,793		—5,080	+32,053
848	Nn. Ohio Ry.	5,746,368	(³)	2,100		27,736	1,727
		—2,113,632		+2,100		—7,485	+1,727
849	L. Erie, Alliance & Sn. Ry.	5,155,000				496	
						+368	

¹ Inserted to show relation of five roads following.² No data for this Table.³ Included in "cost of road."⁴ Files no report; inserted to show relation of seven roads following.⁵ Insufficient data for this Table.⁶ Includes valuation of 2,000 shares of Chicago Refrigerator Car Line stock.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
1—325,600		6,593,157	3,259,200	3,055,000	29,559		248,807	328
		—176,481	+500,000	—540,600	—174,764		+38,883	813
	1,655	542,749	292,450	250,000	299			814
	—8,753	—8,757			—8,757			815
		640,157	464,600	164,000	3,690		7,867	816
		+15,167	+11,250		+3,690		+227	
2 382,899		22,991,256	100,000	22,300,000	464,975	100,000		818
+193,201	—2,138,509	—2,195,296		—55,391	+102,746			819
461,891		13,339,399	5,280,684	6,097,690	236,753	12,960	1,711,312	820
—17,655		—140,481		—71,943	—9,728	—9,528	—49,282	821
		197,160	100,000		63,665		33,495	822
		+1,187			+667		+520	
	323,786	4,606,243	2,000,000	2,502,488	103,755			823
	—73,710	—82,323		—2,268	—80,055			824
	242,486	3,273,996	1,500,000	1,400,000	350,663	23,333		825
	+64,293	+68,556			+68,556			826
10,156	27,538	4,052,076	2,000,000	2,000,000	52,076			827
+10,156	—10,037	+5,759			+5,759			828
		22,807,250	9,640,200	10,429,000	1,024,979	118,777	1,594,294	829
		+188,822		+250,000	—123,226	+2,084	+59,964	830
	435,176	23,752,468	6,600,000	12,000,000	5,152,468			831
	+186,884	+2,881,042			+2,881,042			832
		4,597,322	500,000	3,872,000	225,322			833
		—465			—465			834
	57,538	3,478,939	1,500,000	1,725,000	253,939			835
	+18,138	+154,372		+15,000	+139,372			836
		2,881,141	1,095,000	1,786,141				837
	1,717	9,095,633	1,500,000	5,200,000	2,089,808	79,825		838
	+1,717	+1,184,527			+1,184,527			839
		1,818,414	300,000	1,508,667	9,747			840
	306,029	3,898,316	1,600,000	1,649,000	649,316			841
	+93,731	+405,006		+13,000	+392,006			842
		3,705,675	1,824,000	1,824,000	55,635		2,040	843
		6,149,409	3,597,800	1,856,661	122,413	15,575	556,960	844
		+94,780		—27,707	—3,135		+125,622	845
		20,740	20,000				740	846
		—2,430					—2,430	847
2 61,356		2,053,595	851,926	1,000,000	47,616	7,163	146,890	848
+11,100		+9,375	—3,166		—7,033		+19,574	849
								850
		665,596	600,000		43,193		22,403	851
		+1,622			—2,235		+3,857	852
		110,238	100,000		77		10,161	853
		+8,868			+77		+8,791	854
	10,602	671,945	350,000	300,000	21,945			855
	+6,695	+207,851	+100,000	+100,000	+7,851			856
		37,332,065	23,680,000	10,875,000	1,279,830		1,130,905	857
		+791,992			+354,744		+70,918	858
	89,295	6,926,314	4,230,000	2,500,000	103,439	31,250		859
	+89,259	—968,943		—1,130,000	+68,182	+31,250		860
	293,769	5,449,265	3,000,000	2,155,000	294,265			861
	+28,222	+28,590			+28,590			862

¹ Decrease in "sinking fund," \$323,600, included.² "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
.....		109,402,836	50,000,000	44,516,000	3,243,369	.....	11,643,467	850
.....		-651,111	.....	-500,000	+81,272	.....	-232,383	851
.....		1,000,000	1,000,000	.....	.....	.....	.....	852
.....		1,350,489	1,350,000	.....	.....	.....	489	853
.....		+89	.....	.....	.....	.....	+89	855
.....		1,338,100	414,100	924,000	.....	.....	.....	856
.....		2,690,870	607,243	798,000	1,173,490	2,917	91,610	857
.....		+2,294	.....	.....	-10,552	.....	+8,408	858
.....		630,900	230,900	400,000	.....	.....	.....	859
.....		1,450,000	610,000	840,000	.....	.....	.....	860
.....		3,954,869	2,300,000	1,500,000	.....	.....	154,869	861
.....		+47,708	.....	.....	.....	.....	+47,708	862
.....								864
.....		51,588,563	30,000,000	¹ 20,195,000	575,137	194,250	11,779	865
.....		+41,769	.....	+290,000	-140,351	.....	-120,380	866
.....		1,500,180	1,500,000	.....	.....	.....	180	867
.....		11,411,134	4,000,000	4,000,000	672,067	25,000	2,110,480	868
.....		+733,817	.....	.....	-180,040	.....	+417,857	869
.....	3,833	121,236	50,000	50,000	21,236	.....	.....	870
.....	-464	-6,050	.....	.....	-6,050	.....	.....	873
.....		100,000	100,000	.....	.....	.....	.....	874
.....		+7,855	+40,000	.....	-31,395	.....	-750	876
.....		7,709,650	3,959,650	3,750,000	.....	.....	.....	877
.....		63,443	50,000	.....	8,307	.....	5,136	878
.....					-2,801	.....	+2,801	879
.....		326,809	150,000	128,000	22,123	1,920	24,757	880
.....		+4,631	.....	-3,000	+6,634	-45	+1,042	881
18,320	585,643	16,365,288	4,247,909	10,711,534	1,355,918	49,927	.....	882
+490	+107,558	-41,160	.....	+70,723	+24,026	-135,909	.....	883
² 206,807		32,392,957	16,000,000	13,931,897	1,434,592	154,287	872,181	884
+30,419		+1,550,340	+750,000	+431,897	+344,919	+1,079	+22,445	885
.....		231,631	145,000	50,000	31,991	.....	4,640	886
.....	-1,544	+1,921	.....	.....	-2,719	.....	+4,640	887
.....		231,702	190,120	.....	39,975	.....	1,607	888
.....		+53,213	+180,120	.....	-125,852	.....	-1,055	889
.....		535,082	449,450	.....	13	.....	85,619	890
.....		+34,005	+21,500	.....	+4	.....	+12,501	891
.....	281,074	2,109,509	525,766	.....	1,583,743	.....	.....	892
.....	+74,182	+110,909	.....	.....	+110,909	.....	.....	893
.....		200,000	150,000	.....	50,000	.....	.....	894
923,179		46,251,606	18,738,000	18,376,000	1,683,681	280,746	7,173,179	895
+260,448		+235,180	.....	.....	+93,733	-2,500	+143,947	896
.....		1,000,000	500,000	500,000	.....	.....	.....	897
.....		550,000	300,000	250,000	.....	.....	.....	898
1,355,130		3,136,107	450,000	1,000,000	1,656,940	29,167	.....	899
+90,821		+90,821	.....	.....	+90,821	.....	.....	900
.....		2,424,000	2,000,000	³ 424,000	.....	.....	.....	901
.....								902
.....								903
.....								904
.....		1,151,207	300,000	800,000	360	.....	50,847	905
.....		+8,006	.....	.....	.....	.....	+8,006	906

¹ Includes \$770,000 "equipment trust obligations," which do not appear on the company's books.

² "Sinking fund."

³ Excludes \$3,576,000, included in funded debt of Mich. Cent. R. R.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

THE YEAR ENDING JUNE 30, 1893—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
.....	.....	1, 025, 400	325, 400	(¹)	.....	.....	.....	899
.....	.....	.....	.....	.....	.....	.....	.....	901
.....	626, 290	1, 212, 632	300, 000	323, 635	588, 997	.....	.....	} 902
.....	+31, 043	+31, 043	.....	.....	+31, 043	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	903
.....	827, 827	5, 474, 680	1, 547, 663	1, 500, 000	2, 427, 017	.....	.....	} 904
.....	-280, 399	+105, 000	.....	.....	+105, 000	.....	.....	
.....	.....	360, 940	200, 000	140, 000	17, 178	58	3, 704	906
.....	16, 301	36, 301	20, 000	.....	16, 301	.....	.....	} 909
.....	+7, 679	+7, 679	.....	.....	+7, 679	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	470
.....	.....	4, 570, 671	1, 300, 000	2, 900, 000	315, 702	.....	54, 969	} 910
.....	.....	-12, 303	.....	.....	-7, 248	.....	-5, 055	
.....	1, 662, 248	123, 318, 804	59, 500, 000	57, 669, 529	5, 336, 517	334, 097	.....	} 912
.....	+984, 642	+1, 654, 463	.....	-479, 738	+2, 227, 400	-17, 150	.....	
.....	57	990, 197	390, 161	600, 000	36	.....	.....	913
.....	.....	.....	.....	.....	.....	.....	.....	914
.....	.....	12, 960, 134	3, 840, 000	7, 779, 318	690, 954	38, 107	567, 902	} 916
.....	.....	-27, 118	.....	+12, 408	+68, 403	+2, 450	-110, 604	
² 3, 560, 210	.....	59, 716, 755	21, 000, 000	24, 942, 831	9, 228, 613	24, 693	3, 437, 846	} 917
+230, 914	.....	+3, 579, 721	.....	-308, 739	+3, 118, 245	-6, 282	+776, 497	
.....	43, 924	181, 368	67, 500	.....	113, 868	.....	.....	} 918
.....	+8, 741	+11, 316	.....	.....	+11, 316	.....	.....	
³ 3, 200, 734	.....	22, 783, 004	11, 247, 529	8, 302, 500	336, 365	33, 789	⁴ 2, 862, 314	} 919
+232, 566	.....	+545, 890	.....	+316, 000	+1, 544	+1, 583	+235, 846	
.....	17, 196	5, 408, 526	1, 998, 400	3, 395, 000	15, 126	.....	.....	} 920
.....	+400	+1, 465	.....	-200	+1, 665	.....	.....	
28, 575	2, 768, 497	7, 477, 132	1, 402, 000	3, 100, 850	2, 910, 599	63, 583	.....	} 921
.....	+100, 714	+102, 029	.....	.....	+102, 029	.....	.....	
⁵ 9, 466, 375	.....	62, 639, 949	38, 597, 686	12, 410, 000	796, 187	.....	9, 736, 076	} 923
+536, 599	.....	+575, 165	.....	.....	+6, 073	.....	+569, 092	
.....	.....	340, 776	200, 000	37, 000	925	.....	102, 851	} 924
.....	.....	+1, 282	.....	.....	.....	.....	+1, 282	
.....	.....	752, 263	700, 000	.....	.....	.....	52, 263	} 925
.....	.....	-29, 922	.....	.....	-1, 967	.....	-27, 955	
.....	90, 312	692, 820	309, 000	300, 000	89, 070	3, 750	.....	} 926
.....	+26, 552	+26, 560	.....	.....	+26, 560	.....	.....	
.....	.....	6, 607, 079	3, 033, 342	3, 062, 000	14, 592	50, 517	446, 628	} 927
.....	.....	-282, 123	.....	-310, 000	+1, 479	-9, 041	+35, 439	
.....	.....	76, 371	75, 000	.....	.....	.....	1, 371	} 928
.....	.....	+797	.....	.....	.....	.....	+797	
.....	51, 289	363, 820	150, 500	.....	213, 320	.....	.....	} 929
.....	-29, 371	+18, 437	+18, 500	.....	-63	.....	.....	
.....	33, 247	199, 001	90, 000	.....	109, 001	.....	.....	} 930
.....	+7, 527	+12, 767	.....	.....	+12, 767	.....	.....	
.....	.....	5, 255, 245	2, 500, 000	2, 508, 000	56, 753	.....	190, 492	} 932
.....	.....	+57, 919	.....	.....	+41	.....	+57, 878	
.....	122	40, 604	40, 000	.....	604	.....	.....	} 933
.....	-958	-539	.....	.....	-539	.....	.....	
.....	1, 883, 730	7, 507, 242	3, 997, 320	1, 500, 000	928, 909	.....	.....	} 934
.....	-71	+38, 751	.....	.....	+38, 751	.....	.....	
.....	.....	3, 364, 321	2, 000, 000	1, 250, 000	71, 334	9, 375	33, 612	} 935
.....	.....	+30, 181	.....	.....	+21, 340	.....	+8, 841	
43, 483	3, 854, 621	22, 274, 279	4, 986, 081	14, 768, 667	2, 246, 529	76, 752	.....	} 936
+3, 013	+718, 987	+245, 679	.....	-62, 372	+283, 579	+25, 472	.....	

¹ \$700,000 included in "funded debt" of Mich. Cent. R. R.² Includes \$3,330,000 "sinking fund."³ Includes \$2,192,500 "sinking fund."⁴ Excludes \$14,341.04, surplus from operation for the year ending June 30, 1896, held in abeyance.⁵ "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equipment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Pennsylvania Co.—Contd. Gr. Rap. & Ind. R. R.— Continued.						
937	Cin., Rich. & Ft. Way. R. R.	3,680,745	2,500	.....	.....	.....	.....
938	Musk., Gr. Rap. & Ind. R. R.	709,768	37,210	.....	.....	26,549	.....
		638,768	7,500	.....	.....	+9,838	.....
939	Traverse Cy. R. R.	.....	.....	.....	.....	4,440	.....
		.....	.....	.....	.....	+4,060	.....
940	Pittsb., Cin., Chic. & St. L. Ry.	93,743,340	(¹)	307,648	1,273,000	2,589,401	863,196
		+128,036	.....	.....	.....	+89,866	+223,082
941	Chartiers Ry.	1,134,543	.....	2,251	98,133	45,784	.....
		.....	.....	.....	.....	+541	.....
942	Chartiers Con. R. R.	21,605	.....	.....	.....	.....	.....
943	Englewood Con. Ry.	99,251	.....	.....	.....	.....	.....
944	Little Miami R. R.	6,565,165	1,017,113	121,300	327,000	38,703	.....
		.....	.....	.....	+20,000	+1,891	.....
945	Cols. & Xenia R. R.	1,493,146	643,989	32,690	98,057	1,135	.....
		.....	.....	.....	+2,000	—1,568	.....
946	Day. & Wn. R. R.	804,276	(¹)	.....	.....	.....	.....
947	Ohio Con. Ry.	1,320,000	.....	.....	.....	121,944	.....
		.....	.....	.....	.....	+11,146	.....
948	Pittsb., Wheel. & Ky. R. R.	878,183	.....	.....	.....	183,507	.....
		—8,951	.....	.....	.....	+5,109	.....
950	Newpt. & Cin. Brg. Co.	2,401,960	.....	.....	.....	34,244	.....
		—815,300	.....	.....	.....	—218,333	.....
951	Pittsb., Chartiers & Youghy. Ry.	1,177,312	221,316	.....	.....	55,144	3,022
		—750	.....	.....	.....	+37,326	—1,857
952	Pittsb. & Castle Shan. R. R.	365,377	33,277	.....	.....	10,951	.....
		+339	.....	.....	.....	—3,295	.....
953	Pittsb. & Moon Run R. R.	168,557	11,900	.....	.....	159	.....
		.....	.....	.....	.....	—3,209	.....
954	Pittsb. Jctn. R. R.	3,549,275	87,507	200,000	.....	168,271	4,490
		+25,205	+7,385	.....	.....	+45,311	—6,004
955	Pittsb., Lisbon & Wn. Ry. ²	181,746	28,500	.....	.....	7,560	.....
950	Pittsb., Marion & Chic. Ry. ³	.....	.....	.....	.....	.....	.....
956	Pittsb., Shen. & L. Erie R. R.	8,717,445	1,310,362	50,000	39,800	401,035	14,440
		+105,874	+276,368	.....	.....	+88,335	+741
957	Meadv., Conneaut L. & Linesv. R. R.	400,000	.....	.....	.....	.....	.....
958	Pontiac, Oxf. & Nn. R. R.	894,051	118,846	.....	.....	94,433	4,497
		754,401	218,352	.....	.....	13,247	1,358
959	Sag., Tusc. & Huron R. R.	+21,789	+7,250	.....	.....	+2,335	+1,358
960	St. Clairsv. & Nn. Ry. ⁴	.....	.....	.....	.....	.....	.....
962	Salem R. R.	120,145	8,256	.....	.....	1,741	500
		.....	.....	.....	.....	—297	.....
963	S. Hav. & En. R. R.	439,558	(¹)	.....	.....	2,245	681
		.....	.....	.....	.....	+1,549	—191
964	T. Haute & Indpls. R. R.	2,581,827	1,224,868	807,500	.....	768,121	225,846
		.....	.....	—180,000	—3,000	—46,710	+28,282
965	Ind. & L. Mich. Ry.	1,431,038	.....	50,000	.....	300	.....
		+1,228	.....	.....	.....	+300	.....
966	T. Haute & Loganspt. R. R.	2,443,259	509,965	.....	.....	23,039	.....
		+1,106	+27,142	.....	.....	+23,039	.....

¹ Included in "cost of road."² Report for two months ending June 30, 1896. Reorganization of Pittsb., Marion & Chic. Ry.³ Report of Receiver for ten months ending April 30, 1896. Reorganized as Pittsb., Lisbon & Wn. Ry.⁴ Insufficient data for this Table.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
.....	1,266,907	4,950,152	1,709,313	1,800,000	1,259,820	10,500	.....	937
.....	+27,465	+27,465	.....	.....	+27,465	.....	.....	938
2,118	73,180	848,825	1,000	750,000	97,825	.....	.....	939
+197	+12,715	+22,750	.....	.....	+22,750	.....	.....	940
735	4,959	656,400	205,000	440,000	11,400	.....	.....	941
—1	—724	+3,335	.....	.....	+3,335	.....	.....	942
¹ 1,154,702	.....	100,718,293	47,698,601	48,583,810	1,950,044	557,615	515,611	943
+375,767	.....	+760,584	+10,000	+510,110	—163,501	—270	+404,245	944
.....	.....	1,280,711	645,300	500,000	7,738	.....	127,673	945
.....	.....	+541	.....	.....	+311	.....	+230	946
.....	.....	21,605	21,600	.....	.....	.....	.....	947
.....	10,573	109,824	99,200	.....	10,624	.....	.....	948
.....	+1,875	+1,875	.....	.....	+1,875	.....	.....	949
.....	.....	8,169,281	4,943,100	2,214,000	344,271	.....	567,910	950
.....	.....	+21,891	.....	.....	—2,534	.....	+24,425	951
.....	.....	2,269,017	1,786,200	302,000	.....	.....	180,817	952
.....	.....	+432	.....	.....	.....	.....	+432	953
.....	.....	804,276	309,276	495,000	.....	.....	.....	954
.....	.....	1,441,944	660,000	.....	726,047	.....	55,897	955
.....	.....	+11,146	.....	.....	+6,600	.....	+4,546	956
² 436	.....	1,062,126	501,226	327,500	10,889	1,727	220,784	957
+186	.....	—3,656	.....	—8,000	—219	—58	+4,621	958
.....	.....	3,051,114	1,500,000	1,100,000	279,079	.....	172,035	959
.....	.....	—427,825	—624,500	.....	+154,082	.....	+42,593	960
.....	.....	1,456,794	700,000	688,000	8,429	11,680	48,685	961
.....	.....	+34,719	.....	—4,000	+124	—40	+38,635	962
105	279,491	764,244	481,400	³ 218,725	59,119	5,000	.....	963
+68	+374	—4,628	.....	—6,288	—3,340	+5,000	.....	964
.....	54,038	234,654	100,000	100,000	34,654	.....	.....	965
.....	+6,609	+3,400	.....	.....	+9,400	—6,000	.....	966
.....	.....	4,009,543	1,940,000	1,740,000	259,162	.....	55,692	967
.....	.....	+71,897	.....	+50,000	+36,954	.....	—15,057	968
.....	.....	217,806	105,123	105,123	7,359	.....	201	969
.....	.....	.....	.....	.....	.....	.....	.....	970
.....	.....	10,533,082	4,800,000	⁴ 4,354,658	1,321,021	37,500	19,903	971
.....	.....	+471,318	.....	+177,072	+275,510	.....	+18,736	972
.....	.....	400,000	200,000	200,000	.....	.....	.....	973
221	.....	1,112,048	1,000,000	75,000	25,168	.....	11,710	974
11,370	217,761	1,338,599	123,300	.....	1,215,299	.....	.....	975
—54,378	+48,656	+18,724	.....	.....	+18,724	.....	.....	976
.....	.....	.....	.....	.....	.....	.....	.....	977
.....	.....	130,642	(⁵)	125,000	469	.....	5,173	978
.....	.....	—297	.....	.....	—449	.....	+152	979
.....	.....	442,484	218,500	223,000	681	.....	303	980
.....	.....	+1,358	.....	+3,000	+681	.....	—2,323	981
710,886	.....	6,319,048	1,988,150	2,500,000	1,132,881	.....	698,017	982
+22,337	.....	—179,091	.....	.....	—50,999	.....	—128,092	983
.....	67,428	1,548,766	800,000	480,000	268,766	.....	.....	984
.....	+9,459	+10,987	.....	.....	+10,987	.....	.....	985
.....	.....	2,976,263	500,000	1,500,000	494,428	.....	481,835	986
.....	.....	+51,287	.....	.....	+32,397	.....	+18,890	987

¹ Includes \$886,955, "sinking fund."

² "Sinking fund."

³ Includes \$18,725, excluded from Table II, apportioned "to other properties."

⁴ Includes \$87,382, deferred payments, interest on "equipment trust obligations."

⁵ No capital stock issued. Road built and owned by the city of Salem, Ohio.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip-ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
967	Tionesta Vy. Ry.....	322,200	69,503	.....	.....	2,609	.....
968	Tionesta Vy. & Hickory Ry.	+24,385	+11,541	.....	.....	-17,490	.....
969	Tionesta Vy. & Salmon Ck. Ry.	33,000	.....	.....	.....	1,152	.....
		27,953	.....	.....	.....	+219	.....
970	Tol. & Ohio Cent. Ry....	12,421,423	2,657,260	3,217,532	.....	453,679	107,171
		+110,526	+90,000	+563	.....	-7,432	+31,789
971	Kanawha & Mich. Ry.	10,269,565	329,112	1,000,000	1,000,000	42,185	14,445
		.....	.....	.....	.....	+6,433	+2,669
972	Tol. & Ohio Cent. Ex. R. R.	3,899,041	116,395	196,600	.....	53,200	.....
		.....	.....	.....	.....	+27,182	.....
969	Tol., Ann Arb. & N. Mich. Ry. ¹	.....	.....	.....	.....	.....	.....
973	Tol., St. L. & Kans. Cy. R. R.	24,255,000	1,800,000	.....	1,000,000	432,210	85,220
		.....	.....	.....	.....	+57,953	+15,867
974	Tol. S. En. Ry. ²	3,411	5,198	.....	.....	148	.....
978	Wabash R. R.....	133,433,500	(³)	144,866	160,057	1,006,567	578,954
		.....	.....	.....	-900,000	-643,174	+247,918
980	Eel Riv. R. R.....	2,684,585	323,900	7,200	.....	6,985	.....
		.....	.....	.....	.....	+3,725	.....
981	Lafayette Un. Ry. ⁴.....	.....	.....	.....	.....	.....	.....
982	Peru & Det. Ry.....	120,877	.....	.....	.....	.....	.....
983	Wheel. & L. Erie Ry.....	20,238,772	(³)	1,042,585	.....	1,840,245	72,408
		+174,495	.....	.....	.....	-96,909	-25,302
985	Tol. Belt Ry. ⁵.....	.....	.....	.....	.....	.....	.....
986	Zanesv. & Ohio Riv. Ry.	4,128,552	.....	.....	.....	26,492	5,642
		+28,098	.....	.....	.....	-1,913	+2,152
987	Aberd. & Rockfish R. R. ⁴	.....	.....	.....	.....	.....	.....
988	Aberd. & W. End R. R. ⁴	.....	.....	.....	.....	.....	.....
990	Atl. & Danv. Ry.....	6,712,310	62,972	.....	.....	144,904	14,547
		+6,551,009	+36,802	.....	.....	+18,191	+3,786
991	Atl. & N. Car. R. R.....	2,177,028	(³)	.....	.....	52,383	.....
		.....	.....	.....	.....	+26,046	.....
992	Atl. Coast Line Assn....	23,010,012	3,385,124	84,058	127,000	1,298,029	.....
		+283,061	+26,635	-6,306	-13,000	+154,763	-3,879
1001	Wilm. & Weldon R. R.: ⁶	.....	.....	.....	.....	.....	.....
1002	Wilm., Col. & Aug. R. R.	2,396,902	369,500	96,537	8,000	.....	.....
		+200,000	.....	-6,111	.....	.....	.....
1005	Col., Newb. & Laurens R. R.	1,234,274	15,562	.....	.....	21,048	.....
		+58,580	+7,862	.....	.....	+5,315	.....
171	Balt. & Ohio R. R.: ⁷	.....	.....	.....	.....	.....	.....
1007	Winch. & Pot. R. R. ⁴...	.....	.....	.....	.....	.....	.....
1008	Winch. & Strasb. R. R....	600,000	.....	.....	.....	.....	.....
1009	W. Va. & Pittsb. R. R. {	6,602,917	430,750	416,537	.....	63,852	10,499
		-2,817	.....	.....	.....	-20,806	-233
1012	Blue Ridge R. R. ⁴.....	.....	.....	.....	.....	.....	.....
1017	Caldwell & Nn. R. R. ⁴...	.....	.....	.....	.....	.....	.....
1019	Cape Fear & Yad. Vy. Ry. {	6,819,423	497,057	.....	.....	107,300	13,614
		+6,426	.....	.....	.....	+29,425	+2,187
1020	S. Car. Pac. Ry.....	204,600	.....	.....	.....	.....	.....
1022	Car., Knoxv. & Wn. Ry. ³	.....	.....	.....	.....	.....	.....
1023	Carthage R. R. ⁴.....	.....	.....	.....	.....	.....	.....
1025	Charleston, Clendennin & Sutton R. R. ⁴	.....	.....	.....	.....	.....	.....
1027	Ches. & Ohio Ry.....	113,369,055	10,367,034	690,842	1,936,874	1,010,619	229,990
		+168,159	.....	-34,974	+1,176,942	-738,445	+6,880
1029	Chester & Lenoir N. G. R. R. ⁴	.....	.....	.....	.....	.....	.....

¹ Report of Receiver for four months ending October 31, 1895. Reorganized as Ann Arbor R. R.² Report for period, August 12, 1895 to June 30, 1896.³ Included in "cost of road."⁴ Insufficient data for this Table.⁵ No data for this Table.⁶ Files no report; inserted to show relation of road following.⁷ Inserted to show relation of three roads following.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
		394,312	350,000		6,833		37,479	967
		+18,436			+4,804		+13,632	
		34,152	33,000				1,152	968
		+219					+219	
	540	28,493	¹ 17,000		11,493			969
	+540	+540			+540			
75,800		19,116,311	10,208,000	7,363,207	863,541	39,779	588,251	970
+22,313		+301,425		+773,606	-399,901	+3,298	-112,491	
70,742		12,734,049	10,000,000	2,469,000	211,718	24,690	22,398	971
+3,867		+12,969		-8,000	+28,699	-94	-6,498	
		4,614,270	2,100,000	2,118,803	94,168		3,735	972
		+27,182			+25,800		-110,118	
								969
	1,184,649	30,163,015	17,055,000	10,000,000	3,059,240	45,000		973
	+199,863	+450,499			+450,499			
		8,757	630		8,000		127	974
² 611,352	983,646	136,918,942	52,000,000	81,534,000	2,798,846	586,096		
+73,700	-255,446	-1,477,002		-900,000	-521,447	-55,555		978
		3,022,670	3,000,000				22,670	
		+3,725					+3,725	980
								981
		142,466	1,900	90,000				982
		24,046,508	14,500,000	8,249,727	1,107,106	71,333	111,559	983
		+662,462		+557,727	+49,657	+666	+52,843	
								985
	804,672	5,082,530	2,000,000	2,113,034	919,496	50,000		986
	+113,264	+141,601			+141,601			
								987
								988
		6,969,986	5,279,000	1,238,000	74,456		156,384	990
-1,336		+6,643,705	+5,279,000	+1,238,000	-128,737		+48,151	
		2,229,411	1,797,200	325,000	11,913		95,298	991
		+26,046	+100		-1,058		+27,004	
		27,904,223	9,327,500	15,950,525	1,066,422		1,559,776	992
		+441,274	-220,000	+434,000	-43,575		+270,849	
								1001
		2,884,713	960,000	1,800,000			124,713	1002
		+194,299		+200,000			-5,701	
	215,611	1,486,495	500,000	753,068	233,427			1005
	+37,470	+109,227		+7,880	+101,347			
								171
								1007
		600,000	600,000					1008
³ 3,065		7,903,128	3,400,000	4,058,100	312,875	50,581	71,532	1009
+3,065		-20,791		-23,240	-63,204	-232	+65,885	
								1012
								1017
	266,639	7,708,613	1,972,900	4,922,700	446,533	366,480		1019
	+149,332	+187,370			+4,130	+183,240		
		204,600	100,000	104,600				1020
								1022
								1023
								1025
		129,029,127	60,552,700	⁴ 65,040,679	2,068,661	683,390	683,697	1027
		+641,641	-8,000	+675,300	-68,998	+12,546	+30,793	
								1029

¹ Represents amount of cash realized.² Includes \$349,216, "sinking fund."³ "Sinking fund."⁴ Includes \$251,200, not shown in Table II, apportioned "to other properties."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equipment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1032	Dry Fork R. R. ¹						
1033	E. Shore Term. Co. ¹						
1034	Farmv. & Powhatan R.R.	1,808,869	57,850			10,851	2,734
1035	Georget. & Wn. R. R.	572,054	40,000			+84	—2,655
1036	Glendon & Gulf R. R. ²					3,365	50
1037	Glenn Spgs. R. R. ¹					—526	
1038	Greenwood, Anderson & Wn. Ry. ³	(⁴)				23,645	
1039	Car. Midl. Ry. ⁵						
1041	Hendersonv. & Brevard Ry. ⁶	346,000					
1051	Moore Co. R. R. ¹						
1054	Norf. & Sn. R. R.	2,780,000	(⁷)			143,619	17,180
912	Norf. & Wn. R. R. ⁸					—1,340	+3,663
1055	Lynchb. & Durham R.R.	3,759,336	120,838				
1056	Roanoke & Sn. Ry.	4,487,626	127,247			15,761	
1058	Northamp. & Hertf. R.R.	25,011	5,100				
1059	Ohio Riv. R. R.	9,995,264	1,042,720		21,450	330,371	38,321
1060	Huntington & Big Sandy R. R. ²	+66,736	+237,228		—100,700	+19,022	+1,386
1061	Ravenswood, Spencer & Glenv. Ry.	445,405	25,848			7,596	
1062	Ohio Riv. & Charleston Ry.	+1,992	(⁷)			—3,819	
1064	Pennsb. & Har. Ritchie Co. Ry. ¹	6,228,362				38,669	1,015
1066	Port Roy. & Aug. Ry. ⁹	+7,754				+4,482	+466
1067	Port Roy. & Wn. Car. Ry. ²	104,871	87,197		500	53,915	17,011
1069	Pot., Fredsb. & Piedmont R. R.	+13,458	+1,487			+48,133	+3,442
1070	Powellton & Pocahontas Ry. ¹	956,426	31,468			1,414	628
1071	Ral. & Wn. Ry. ¹⁰					+405	+311
1072	Egypt Ry.	226,086	25,371				
1074	Rich., Fredsb. & Pot. R.R.	+1,552	+49			5,910	
1075	Potomac R. R.	3,590,269	(⁷)	32,150	88,333	+5,505	
1076	Rich., Fredsb. & Pot. & Rich. & Petersb. R. R. Con. Co.	+25,621				165,272	30,311
1077	Ripley & Mill Ck. Vy. Ry.	123,732		16,460		—103,618	+6,307
		140,740					
		85,277	3,000			2,494	
		+212				—924	
						9,149	268
						—962	+268

¹ Insufficient data for this Table.² No data for this Table.³ Report for period, January 15 to June 30, 1896. Organized to operate Car. Midl. Ry.⁴ No road owned.⁵ Report for period, July 1, 1895 to January 14, 1896. Operated by Greenwood, Anderson & Wn. Ry.⁶ Report for eight months ending June 30, 1896.⁷ Included in "cost of road."⁸ Inserted to show relation of two roads following.⁹ Report of Receiver.¹⁰ Report not filed; inserted to show relation of road following.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), including miscellaneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet payable.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
								1032
								1033
	27,628	1,907,932	960,850	820,000	123,882	3,200		1034
	+3,796	+1,225			+1,225			1035
	4,814	620,283	400,000	200,000	20,283			1036
	-1,486	-2,012			-2,012			1037
								1038
	5,301	28,946	(¹)	(¹)	28,946			1039
								1041
	14,803	360,803	197,000	150,000	13,803			1051
								1054
		2,966,404	2,000,000	750,000	56,971		135,521	912
		+5,823			-9,581		+15,404	1055
	291,127	4,171,301	1,876,350	2,012,000	282,951			1056
	+121,674	+121,674			+121,674			1058
	250,318	4,880,952	2,396,450	2,116,000	334,110	34,392		1059
	+92,659	+92,659			+92,659			1060
	2,878	32,989	25,000		7,989			1061
	-4,148	-4,148			-4,148			1062
25,000		11,453,126	5,915,400	5,039,402	312,402	1,312	184,610	1064
+17,455		+241,127		+439,226	-197,759	+1,312	-1,652	1066
								1067
3,881		482,730	86,500	341,000	49,714		5,516	1069
+1,318		-509			+6,912		-7,421	1070
4		6,268,050	6,185,500		59,179		23,371	1071
+4		+12,706			+3,240		+9,466	1072
								1074
	4,263	353,366		83,752	269,614			1075
	-22,997	+77,247		+31,867	+99,901			1076
								1077
		990,136	460,000	318,205	84,855	1,095	125,981	1078
		+716		+291	+6,744		-6,319	1079
								1080
	13,690	271,057	125,000	108,000	38,057			1081
	+1,175	+8,341			+8,341			1082
40,368		4,068,415	2,751,250	1,081,132	130,479	8,605	96,949	1083
+11,567		-60,123	+1,700	-27,970	-29,198	-20	-4,635	1084
		222,712	101,000	121,712				1085
		238,432	200,000		20		38,412	1086
		-924			-104		-820	1087
								1088
		97,694	30,775	50,000	2,316		14,603	1089
		-482			+1,087		-1,569	1090

¹ No capital stock or bonds issued.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equipment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1303	Sav., Fla. & Wn. Ry.: ¹	3,938,494	(²)	.....	.....	198,573	.....
1082	Charleston & Sav. Ry..	93,700	.....	.....	.....	+26,332	—919
1083	Ashley Riv. R. R.	95,200	(²)	.....	.....	18,329	.....
1084	Green Pond, Walterb. & Branchv. Ry.	2,675,064	306,027	1,005,758	836,634	+4,282	.....
1085	Seaboard & Roanoke R. R.	+32,961	+13,375	—25	—458,000	8,394	.....
1087	Roanoke & Tar Riv. R. R.	266,119	.....	.....	.....	+3,454	.....
1088	Car. Cent. R. R.	5,602,707	340,123	.....	.....	1,132,335	9,722
1089	Wilm. Ry. Brg. Co.	+1,500	.....	.....	.....	+72,141	—4,635
1090	Ral. & Gaston R. R.	491,383	.....	.....	.....	1,931	.....
1092	Durham & Nn. Ry.	1,589,307	93,321	687,955	550,791	+650	.....
1093	{ Ga., Car. & Nn. Ry. (lessee). Ga., Car. & Nn. Ry. (lessor).	+6,546	—4,250	—20	—2,000	106,474	12,799
1094	Seaboard Air Line Belt R. R.	415,639	26,313	.....	.....	+50,207	+5,661
1095	Ral. & Aug. Air Line R. R.	+200	.....	.....	.....	.....	.....
1098	S. Atl. & Ohio R. R.	6,373,562	135,280	.....	10,000	1,069,072	87,045
1099	S. Car. & Ga. R. R.	+1,204	.....	.....	.....	+34,854	+12,188
1100	Southern Ry.	732,130	.....	.....	.....	19,555	1,722
1101	Ashev. & Spartanb. R. R.	+26,666	.....	.....	.....	+4,509	—1,009
1102	Atlanta & Charl. Air Line Ry.	1,938,018	46,116	.....	15,587	102,459	13,076
1103	North Carolina R. R.	+5,602	—750	.....	—1,000	—75,877	—2,106
1104	Rich. & Mecklenb. R. R.	2,992,192	145,535	.....	.....	.....	.....
1105	{ State Univ. R. R. ³ State Univ. R. R. ⁴	9,670,902	630,059	.....	.....	.....	.....
1106	Va. Midl. Ry.	—822	.....	.....	—1,500	—7,815	+20,044
1107	Frank. & Pittsylv. R. R.	228,062,485	10,776,746	10,455,247	4,654,368	5,031,643	1,743,524
1108	Danv. & Wn. Ry. ⁵	—577,494	+1,059,857	+6,955,146	+544,668	+1,180,621	+824,094
1109	Danv., Mocksv. & S. Wn. R. R.	1,782,391	.....	.....	.....	76,199	.....
1110	Suffolk & Car. Ry.	—67,411	.....	.....	.....	+76,199	.....
1111	Valley R. R. (of Va.)	7,200,000	.....	.....	.....	.....	.....
1112	Warrenton R. R.	4,975,628	.....	25,000	.....	136,565	.....
1113	Wash., Alex. & Mt. Vern. Ry. ⁷	751,382	.....	.....	.....	—6,013	.....
1114	Laurens Ry. ⁶	31,300	(²)	.....	.....	5,930	.....
1115	Suffolk & Car. Ry.	18,587,080	.....	.....	.....	+5,819	.....
1116	Valley R. R. (of Va.)	+46,565	.....	.....	.....	.....	.....
1117	Warrenton R. R.	300,000	.....	.....	.....	.....	.....
1118	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1119	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1120	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1121	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1122	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1123	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1124	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1125	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1126	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1127	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1128	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1129	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1130	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1131	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1132	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1133	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1134	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1135	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1136	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1137	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1138	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1139	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1140	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1141	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1142	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1143	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1144	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1145	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1146	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1147	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1148	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1149	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1150	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1151	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1152	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1153	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1154	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1155	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1156	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1157	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1158	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1159	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1160	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1161	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1162	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1163	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1164	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1165	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1166	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1167	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1168	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1169	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1170	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1171	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1172	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1173	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1174	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1175	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1176	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1177	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1178	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1179	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1180	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1181	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1182	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1183	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1184	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1185	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1186	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1187	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1188	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1189	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1190	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1191	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1192	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1193	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1194	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1195	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1196	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1197	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1198	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1199	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1200	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1201	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1202	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1203	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1204	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1205	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1206	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1207	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1208	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1209	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1210	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1211	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1212	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1213	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1214	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1215	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1216	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1217	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1218	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1219	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1220	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1221	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1222	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1223	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1224	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1225	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1226	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1227	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1228	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1229	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1230	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1231	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1232	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1233	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1234	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1235	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1236	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1237	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1238	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1239	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1240	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1241	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1242	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1243	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1244	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1245	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....
1246	Valley R. R. (of Va.) ....	.....	.....	.....	.....	.....	.....
1247	Warrenton R. R. ....	.....	.....	.....	.....	.....	.....
1248	Wash., Alex. & Mt. Vern. Ry. ⁷	.....	.....	.....	.....	.....	.....
1249	Laurens Ry. ⁶	.....	.....	.....	.....	.....	.....
1250	Suffolk & Car. Ry. ....	.....	.....	.....	.....	.....	.....

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
		4, 137, 067	500, 000	3, 477, 000	144, 011		16, 056	1303
		+25, 413			+34, 387		-8, 974	1082
		112, 029	60, 200	33, 500	1, 360		16, 969	1083
		+4, 282			-120		+4, 402	1084
		110, 805	80, 200	15, 000	2, 522		13, 083	1085
		+3, 454			-685		+4, 139	1087
52, 695		6, 510, 402	1, 388, 400	3, 506, 333	112, 768		1, 502, 901	1088
		-281, 873		+33, 416	-311, 465		-3, 824	1089
		268, 050	5, 150	260, 000			2, 900	1090
		+650					+650	1092
	447, 055	6, 738, 920	1, 200, 000	5, 152, 000	279, 320			1093
	-66, 883	+108, 003			+64, 963			1094
	334, 465	825, 848	40, 000	205, 000	580, 848			1095
	+11, 995	+11, 995		-3, 000	+14, 995			1096
		4, 473, 423	1, 500, 000	1, 228, 833	338, 017		1, 406, 573	1097
		+116, 878		+45, 917	+60, 218		+10, 743	1098
		463, 229	290, 100	150, 000	15, 737		7, 392	1099
		+3, 700			+5, 145		-1, 445	1100
		115, 535			115, 535			1101
		-77, 983			-77, 983			1102
	442, 628	6, 961, 470	535, 500	5, 360, 000	1, 065, 970			1103
	+47, 384	+48, 588	+100		+48, 488			1104
		732, 130	50, 000	600, 000	37, 232		44, 898	1105
		+19, 187			+1, 802		+17, 385	1106
	135, 056	2, 579, 163	873, 600	1, 203, 833	501, 730			1107
	-41, 036	+25, 606		+67, 167	-41, 561			1108
10, 851	803, 857	4, 038, 230	1, 110, 000	1, 957, 260	970, 970			1109
	+125, 538	+134, 897			+134, 897			1110
		10, 702, 566	5, 000, 000	5, 348, 000	245, 172	43, 750	65, 644	1111
		+47, 355		-20, 000	+28, 960		+38, 395	1112
18, 467		284, 897, 680	174, 300, 000	79, 922, 028	4, 054, 914	502, 554	1, 452, 223	1113
+13, 981		+9, 956, 258	+4, 300, 000	+4, 612, 438	+878, 934	+39, 225	+556, 478	1114
	211, 410	2, 070, 000	1, 050, 000	1, 000, 000	20, 000			1115
	-56, 199	-47, 411		+285, 000	-332, 411			1116
		7, 200, 000	1, 700, 000	5, 500, 000				1117
								1118
		5, 137, 193	4, 000, 000		133, 245		1, 003, 948	1119
		-6, 013			-131, 757		+125, 744	1120
	174, 188	931, 500	357, 900	475, 000	98, 600			1121
	+3, 861	+9, 680			+9, 680			1122
								1123
	52, 835	84, 135	31, 300		52, 835			1124
45, 853	477, 461	19, 191, 615	6, 006, 144	12, 500, 000	682, 779			1125
	-106, 147	-59, 582			-59, 582			1126
		303, 500	200, 000	100, 000	3, 500			1127
		+3, 500			+3, 500			1128
								1129
	121, 688	224, 632	50, 300		174, 332			1130
	+8, 375	+7, 931			+7, 931			1131
								1132
		607, 567	400, 000	140, 000	10, 788		56, 779	1133
		+3, 082			+721		+2, 361	1134
¹ 195	245, 724	3, 676, 697	2, 712, 200	750, 000	183, 322			1135
+195	+28, 915	-4, 904			-4, 904			1136
		21, 304	12, 300	8, 000			1, 004	1137
	32, 613	1, 136, 959	500, 000	600, 000	24, 459	12, 500		1138

¹ "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip- ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1116	W. Va. Cent. & Pittsb. Ry. {	2,634,967	1,251,928	.....	.....	211,788	82,705
		+47,078	+69,044	.....	.....	—16,845	+10,135
1117	Piedmont & Cumb. Ry. {	1,385,640	.....	.....	.....	45,600	.....
		.....	.....	.....	.....	—5,370	.....
1118	W. Va. Nn. R. R. ¹ .....	.....	.....	.....	.....	.....	.....
1119	W. Va. Sn. Ry. ¹ .....	.....	.....	.....	.....	.....	.....
1120	Wheel. Brg. & Term. Ry. {	4,877,752	43,362	45,400	23,900	34,712	.....
		+7,739	.....	.....	.....	+12,843	.....
1121	Wilm., Newbern & Norf. {	2,317,741	79,156	.....	.....	4,148	4,799
	Ry. {	—424	.....	.....	.....	—5,264	+755
1122	Wilm. Sea Coast R. R. ¹ .....	.....	.....	.....	.....	.....	.....
1123	Winifrede R. R. {	155,236	60,075	.....	.....	26,258	.....
		+100	+75	.....	.....	—1,721	.....
1125	Ala. & Vicksb. Ry. {	2,791,789	169,596	16,000	.....	142,069	11,984
		—38,000	.....	+16,000	.....	+6,339	—7,694
1126	Alb. & Nn. Ry. ²	750,000	.....	.....	.....	3,783	500
1129	Ashl. Coal & Iron Ry.	954,147	.....	.....	.....	96,681	.....
1130	Atlanta & W. Pt. R. R. {	2,464,400	.....	.....	.....	224,482	1,675
		.....	.....	.....	.....	+12,293	—8,383
1133	Atl., Suwannee Riv. & {	454,666	698	.....	.....	1,736	4,956
	Gulf Ry. {	+93,435	+698	.....	.....	—1,054	+4,956
1134	Aug. & Summerv. R. R. {	370,192	.....	120	.....	36,937	.....
		+1,052	.....	.....	.....	—3,417	.....
1135	Aug. Sn. R. R. ³ .....	.....	.....	.....	—20,000	.....	.....
1136	Beattyv. & Cumb. Gap R. R. ³ .....	.....	.....	.....	.....	.....	.....
1138	Birm. & Atl. R. R. {	1,425,401	(⁴)	100	.....	30,838	4,258
		+258	.....	.....	.....	—383	+338
1139	Birm., Selma & N. O. Ry. {	200,000	.....	.....	.....	.....	.....
							
1134	Birm., Sheff. & Tenn. Riv. Ry. ⁵ .....	.....	.....	.....	.....	.....	.....
1140	Blue Ridge & Atl. R. R. ¹ .....	.....	.....	.....	.....	.....	.....
1142	Bowden Lithia Spgs. S. Line R. R. ¹ .....	.....	.....	.....	.....	.....	.....
1146	Bristol, Elizabethton & N. Car. Ry. ³ .....	.....	.....	.....	.....	.....	.....
1148	Burnside & Cumb. Riv. Ry. ¹ .....	.....	.....	.....	.....	.....	.....
1149	Carrab., Tallah. & Ga. {	388,461	37,151	.....	.....	7,585	1,989
	R. R. {	+2,581	—878	.....	.....	+157	+413
1151	Cent. of Ga. Ry. ⁶	41,669,647	3,466,879	4,338,591	529,751	1,099,527	317,889
1152	Athens Belt Line R. R.	22,500	.....	.....	.....	.....	.....
1153	Aug. & Sav. R. R. ³ .....	.....	.....	.....	.....	.....	.....
1154	S. Wn. R. R. (of Ga.) ³ .....	.....	.....	.....	.....	.....	.....
1147	Mobile & Girard R. R. ⁷ .....	.....	.....	.....	.....	.....	.....
1148	Montg. & Eufaula Ry. ⁸ .....	.....	.....	.....	.....	.....	.....
1149	Sav. & Atl. R. R. ⁸ .....	.....	.....	.....	.....	.....	.....
1150	Sav. & Wn. R. R. ⁹ .....	.....	.....	.....	.....	.....	.....
1145	Cent. R. R. & Bkg. Co. of Ga. ¹⁰ .....	.....	.....	.....	.....	.....	.....
1157	Chatt., Rome & Cols. R. R.	12,564	61,102	.....	.....	20,988	1,422
1158	Chatt. Sn. R. R. ¹¹	3,000,000	(⁴)	.....	.....	3,944	777

¹ Insufficient data for this Table.² Report for ten months ending June 30, 1896. Reorganization of Alb., Fla. & Nn. Ry.³ No data for this Table.⁴ Included in "cost of road."⁵ Report of Receiver for five months ending November 30, 1895. Reorganized as Nn. Ala. R. R.⁶ Report for eight months ending June 30, 1896. Reorganization of Cent. R. R. & Bkg. Co. of Ga.⁷ Report of Receivers for period, July 1, 1895 to March 14, 1896. Merged in Cent. of Ga. Ry.⁸ Report of Receivers for seven months ending January 31, 1896. Merged in Cent. of Ga. Ry.⁹ Report of Receivers for four months ending October 31, 1895. Merged in Cent. of Ga. Ry.¹⁰ Report of Receiver for four months ending October 31, 1895. Reorganized as Cent. of Ga. Ry.¹¹ Report for period, May 11 to June 30, 1896. Reorganization of Chatt. Sn. Ry.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
		10, 217, 313	¹ 6, 000, 000	3, 000, 000	443, 988		773, 325	} 1116
		+93, 602			+49, 216		+44, 386	
		1, 449, 602	650, 000	650, 000	5, 000	17, 000	127, 602	} 1117
		-5, 370				+500	-5, 870	
								1118
								1119
	874, 874	5, 900, 000	1, 500, 000	3, 500, 000	900, 000			} 1120
	+164, 318	+184, 900			+184, 900			
2, 026	87, 890	2, 495, 760	1, 200, 000	1, 150, 000	145, 760			} 1121
+819	+56, 948	+52, 834			+52, 834			
								1122
		241, 569	150, 000		22, 500		69, 069	} 1123
		-1, 546			+2, 500		-4, 046	
		3, 167, 133	700, 000	2, 250, 800	127, 295	30, 518	55, 296	} 1125
		-23, 355		-38, 060	-20, 235	-453	+35, 148	
	7, 934	769, 579	350, 000	407, 362	2, 217	10, 000		1126
		2, 098, 933	1, 494, 500	244, 000	242, 500		117, 933	1129
								} 1130
		2, 690, 557	1, 232, 200	1, 232, 200	54, 308		171, 849	
		+3, 910			+3, 764		+146	} 1133
		462, 056	250, 000	200, 000	6, 300	5, 000	756	
		+98, 035	+50, 000	+40, 000	+2, 279	+5, 000	+756	} 1134
		407, 249	200, 000		13, 900	910	192, 439	
		-22, 365		-45, 500	+3, 617		+19, 518	1135
								1136
	124, 928	1, 585, 525	1, 000, 000	400, 000	185, 525			} 1138
	+25, 084	+25, 297			+25, 297			
	11, 849	211, 849	200, 000		11, 849			} 1139
	+4, 866	+4, 866			+4, 866			
								1134
								1140
								1142
								1146
								1148
127, 529	117, 042	1, 679, 757	1, 000, 000	500, 000	179, 757			} 1149
+53, 346	+59, 997	+115, 616		-2, 792	+118, 408			
		51, 422, 284	5, 000, 000	45, 220, 000	817, 430	324, 000	60, 854	1151
		22, 500	15, 000	7, 500				1152
								1153
								1154
								1147
								1148
								1149
								1150
								1145
		127, 811			81, 331		11, 838	1157
	65	3, 004, 786	3, 000, 000		4, 786			1158

¹ Includes \$5,911,000, not shown in Table II, apportioned "to other properties."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
		390,953	310,000		3,438		77,515	1155
		+3,908			+619		+3,289	1159
¹ 463,201	373,108	25,616,185	9,726,600	² 10,867,841	4,276,125	266,025		1161
+9,130	-32,247	+466,619		-134,786	+491,811			1162
	43,052	336,625	123,500	150,000	60,000	3,125		1163
-13,848	+4,472	+7,500			+7,500			1164
9,102	101,949	1,584,924	754,400	668,864	161,660			1165
+1,431	+27,933	+35,333			+35,333			1166
	24,791	225,904	100,000	100,000	25,904			1167
	+9,200	+7,987			+7,987			1168
1,013	120,185	1,185,563	500,000	500,000	173,063	12,500		1169
+390	+7,628	+29,918			+29,918			1170
	29,609	123,665	46,000	46,000	30,745	920		1171
-298	+2,345	+3,545			+3,545			1172
	36,067	482,112		407,000	75,112			1173
	+16,559	+21,847		-2,795	+24,642			1174
	528,586	4,661,484	3,000,000	242,340	1,168,927	79,403		1175
	+23,175	-133,242		-83,853	+133,121	-18,549		1176
		18,663,342		³ 18,300,000	363,342			1177
		+5,281			+5,281			1178
								1179
								1180
	7,509	1,521,511	1,500,000		21,511			1181
	+5,493	+12,327			+12,327			1182
	93,960	868,555	501,900	250,000	109,155	7,500		1183
	+3,573	+6,433			+6,433			1184
16,260	261,088	3,527,211	⁴ 3,477,300		46,294			1185
-4,314	+2,727	-2,436			-2,436			1186
2,512,421		34,180,894	24,500,000	7,935,589	967,496		678,838	1187
+30,067		+113,699		-72,449	+315,086		-126,838	1188
	854,404	6,630,817	200,000		6,420,817			1189
	+417,652	+832,080		-2,349,000	+3,181,080			1190
								1191
		179,057	70,000	36,000	61,633	720	10,704	1192
	-451	+14,207			+2,783	+720	+10,704	1193
	886,893	1,932,184		⁵ 86,489	1,824,795			1194
	+76,128	+282,773		+67,748	+215,025			1195
		7,974,255	4,200,000	2,500,000	102,664		1,171,591	1196
		-10,029			-20,559		+10,530	1197
	311,108	983,529	260,338	360,000	360,045			1198
	-2,163	-1,946			-4,499			1199
	29,649	121,913	32,500	84,000	5,368			1200
	+1,775	+1,763			+1,763			1201
		4,786,499	3,000,000	1,543,000	82,056		161,443	1202
	-1,253	+1,329			-17,851		+19,180	1203
		13,436,408	8,500,000	⁶ 4,577,340	295,859	21,467	28,692	1204
		56,098			48,486		7,612	1205
								1206
	48,332	2,732,854	1,000,000	1,659,576	73,278			1207
	-902,809	-1,118,449	-245,000	-751,792	-121,657			1208
								1209
1,792		6,861,239	2,768,000	3,584,000	216,929		107,061	1210

¹ Includes \$183,889, "sinking fund."² Excludes \$428,000, equipment bonds past due, included in "Miscellaneous."³ Excludes \$316,000, shown in Table II, being amount of increase occasioned by exchange of bonds of lower rate of interest.⁴ Includes \$850,000, not shown in Table II, apportioned "to other properties."⁵ Includes \$10,039, deferred payments, interest on "equipment trust obligations."⁶ Includes \$123,688, deferred payments, interest on "equipment trust obligations."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equipment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1210	Gulf. & Chic. R. R. {	236,000	21,000	.....	.....	76	.....
1213	Harriman & N. En. R. R. ¹	.....	.....	.....	.....	—403	.....
1214	Hartwell R. R. ² .....	.....	.....	.....	.....	.....	.....
1218	Ill. Cent. R. R. {	48,730,380	(³)	6,119,686	40,772,780	9,627,598	1,435,286
1219	Cant., Aberd. & Nashv. {	+2,085,078	.....	+22,745	—1,398,372	+2,826,361	+518,448
1220	R. R. {	2,366,976	169,153	.....	.....	.....	.....
1220	Chic., St. L. & N. O. {	+492	.....	.....	.....	.....	.....
1221	R. R. {	32,216,780	.....	.....	.....	.....	.....
1221	Yazoo & Miss. Vy. R. R. {	+249,431	.....	.....	.....	.....	.....
1223	Jacksonv. & Atl. Ry. ²	47,891,521	.....	.....	.....	123,452	196,743
1225	Jacksonv., Tampa & Key {	+172,396	.....	.....	.....	+1,363	+27,532
1226	W. Ry. ⁴ .....	.....	.....	.....	.....	67,275	21,391
1226	Jacksonv. Term. Co. ² .....	.....	.....	.....	.....	—8,267	—17,364
1667	Kans. Cy., Ft. Scott & Memph. R. R.: ⁵	.....	.....	.....	.....	.....	.....
1228	Kans. Cy., Memph. & {	15,051,580	1,347,051	.....	50,000	398,723	46,847
1229	Birm. R. R. {	+811,458	.....	.....	.....	+38,657	+1,624
1230	Ky. & Ind. Brg. Co. ⁶ .....	.....	.....	.....	.....	.....	.....
1230	New Alb. Belt & Term. R. R. ⁶	.....	.....	.....	.....	.....	.....
1232	Ky. Nn. Ry. ⁷	27,700	10,900	.....	.....	229	.....
1236	Lexington & En. Ry. {	+17,700	+10,900	.....	.....	+229	.....
1238	Live Oak & Gulf Ry. ⁸	3,007,280	(³)	.....	.....	48,808	7,982
1239	Lookout Incline Ry. ²	+4,166	.....	.....	.....	—848	—637
1240	Louisv. & Nashv. R. R. {	106,604,118	.....	1,613,188	13,762,872	7,345,033	1,408,059
1241	Ala. Minl. R. R. ⁸	+260,079	.....	+91,776	+9,194,621	+941,476	+33,132
1242	Birm. Minl. R. R. {	5,614,400	693,138	.....	.....	.....	.....
1243	Elkton & Guthrie R. R. {	72,967	.....	.....	.....	1,155	.....
1244	Glasgow R. R. ⁸ .....	.....	.....	.....	.....	+1,155	.....
1245	Mobile & Montg. Ry. {	3,949,443	.....	.....	.....	3,369,570	.....
1246	Nashv. & Dec. R. R. {	3,907,171	190,844	25,770	5,500	+3,369,570	.....
1247	Nashv., Flor. & Sheff. {	.....	.....	.....	.....	5,156	.....
1249	Ry. {	2,589,599	223,400	.....	.....	—5,652	.....
1250	Owensboro & Nashv. Ry. {	2,101,129	(³)	.....	.....	.....	.....
1251	Shelby R. R. {	650,000	.....	.....	.....	3,054	.....
1251	S. & N. Ala. R. R. {	11,593,082	.....	3,800	297,774	—8,609	.....
1252	Sn. Div. Cumb. & Ohio {	.....	.....	+3,800	.....	119,848	.....
1253	R. R. {	1,100,000	.....	.....	.....	+44,979	.....
1253	W. Va., Pinev. & {	133,952	.....	.....	.....	2,613	.....
1254	Tenn. R. R. {	—1,756	.....	.....	.....	—575	.....
1254	Hend. Brg. Co. {	2,217,450	.....	.....	.....	71,330	.....
1255	Nashv., Chatt. & St. L. {	.....	.....	.....	.....	—37,708	.....
1283	Ry. {	25,257,874	(³)	475,797	1,186,250	1,148,859	299,394
1284	Padu., Tenn. & Ala. {	+57,053	.....	—18,590	.....	+73,958	+107,921
1284	R. R. ⁹ .....	.....	.....	.....	.....	.....	.....
1284	Tenn. Midl. Ry. ⁹ .....	.....	.....	.....	.....	.....	.....

¹ Report for two months ending June 30, 1896. Reorganization of Harriman Coal & Iron R. R. No data for this Table.² Insufficient data for this Table.³ Included in "cost of road."⁴ Report of Receivers.⁵ Inserted to show relation of road following.⁶ Report of Receiver; no data for this Table.⁷ Report for five months ending June 30, 1896.⁸ No data for this Table.⁹ Report of Receivers for period, July 1 to December 14, 1895. Merged in Louisv. & Nashv. R. R.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
143,008 +76	 -68	400,084 -395	400,000	.....	76 -403	 +8	 +8	1210
.....	.....	.....	.....	.....	.....	.....	.....	1213
.....	.....	.....	.....	.....	.....	.....	.....	1214
1,671,306 -343,778	 455,171	172,888,978 +8,954,112	52,500,000 +2,500,000	77,504,925 +7,383,925	11,258,182 -1,531,371	25,000 -34,167	3,631,871 +150,725	1218
.....	+39,965	2,991,300 +40,457	950,800 +40,100	¹ 1,750,000 +357	290,500 +357	.....	.....	1219
.....	.....	34,875,858 +249,431	10,000,000	² 24,500,000 +249,431	375,858 +249,431	.....	.....	1220
.....	.....	48,211,716 +201,291	5,766,300 +40,800	³ 38,736,000	2,417,147 -9,251	224,427	1,067,842 +169,742	1221
.....	.....	.....	.....	.....	.....	.....	.....	1223
.....	.....	432,650 +2,696	.....	.....	149,910 +21,836	.....	235,522 -18,753	1225
.....	.....	.....	.....	.....	.....	.....	.....	1226
.....	.....	.....	.....	.....	.....	.....	.....	1667
.....	.....	16,894,201 +96,413	5,976,000 +20,000	10,686,935 +11,890	91,748 -18,567	66,973 +10,545	72,545 +72,545	1228
.....	-755,326	.....	.....	.....	.....	.....	.....	1229
.....	.....	.....	.....	.....	.....	.....	.....	1230
.....	.....	38,829 +28,829	10,000	.....	28,600 +28,600	.....	229 +229	1232
.....	.....	3,064,070 +2,681	500,000	2,500,000	61,070 +2,681	.....	.....	1236
.....	.....	.....	.....	.....	.....	.....	.....	1238
.....	.....	.....	.....	.....	.....	.....	.....	1239
⁴ 1,673,788 +387,097	.....	150,673,192 +6,424,719	54,909,120 +500	86,724,660 +7,566,000	6,657,336 +2,283,741	792,538 +792,538	1,498,658 +782,440	1240
.....	50,000	6,357,538	2,427,600	3,929,000	938	.....	.....	1241
.....	.....	74,122	47,372	25,000	.....	.....	1,750	1242
.....	.....	+1,155	.....	.....	-71	.....	+1,226	1243
.....	.....	7,407,245	2,950,800	4,004,000	.....	.....	378,727	1244
.....	.....	+765,360	.....	+1,056,000	-294,034	.....	+3,394	1245
⁵ 723,591	.....	4,873,132	2,337,583	2,100,000	21,924	.....	413,625	1246
+52,905	.....	+48,578	+15,000	.....	-3,245	.....	+36,823	1247
6,573	938,794	3,758,366	872,385	2,096,000	789,981	.....	.....	1249
.....	+163,302	+163,302	.....	.....	+163,302	.....	.....	1250
.....	212,169	2,362,043	1,156,525	1,200,000	5,518	.....	68,092	1251
.....	.....	704,186	600,000	.....	36,094	.....	+12,127	1252
.....	.....	-2,477	.....	-50,000	+35,396	.....	.....	1253
⁵ 483,840	2,623,797	15,122,141	3,481,800	9,881,780	1,749,706	.....	.....	1254
-59,882	+202,817	+191,714	.....	+4,980	+186,734	.....	.....	1255
.....	226,629	1,326,629	800,000	300,000	226,629	.....	.....	1256
.....	+13,630	+13,630	.....	.....	+13,630	.....	.....	1257
.....	.....	136,565	.....	.....	136,565	.....	.....	1258
.....	.....	-2,331	.....	.....	-284	.....	-2,047	1259
⁵ 272,000	.....	3,560,780	1,000,000	2,000,000	49,478	.....	511,302	1260
+5,510	.....	-32,198	.....	.....	-3,184	.....	-29,014	1261
.....	.....	28,495,717	10,000,000	14,917,000	2,002,565	63,895	1,505,451	1262
.....	.....	+292,438	.....	-6,000	+262,641	+1,450	+33,027	1263
.....	.....	.....	.....	.....	.....	.....	.....	1283
.....	.....	.....	.....	.....	.....	.....	.....	1284

¹ Not shown in Table II, covered by "funded debt" of Ill. Cent. R. R.² Includes \$8,266,000, not shown in Table II, covered by "funded debt" of Ill. Cent. R. R.³ Includes \$2,800,000, not shown in Table II, covered by "funded debt" of Ill. Cent. R. R.⁴ Includes \$1,010,992, "sinking fund."⁵ "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip- ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1258	Louisv. & Nashv. R. R.—Continued. Nn. Div. Cumb. & Ohio R. R. ¹	794,752					
1260	Louisv. Brg. Co. ²						
1261	Louisv., Henderson & St. L. Ry. ³	6,089,781				52,286	11,070
1203	Macon & Birm. R. R. ⁴						
1262	Macon & Birm. Ry. ⁵					3,190	
1257	Macon & Nn. Ry. ⁶						
1263	Macon, Dublin & Sav. R. R.	1,317,457 +4,811	39,540			3,935 —479	2,538 +1,166
1264	Mammoth Cave R. R. ⁷						
	Mammoth Cave R. R. ⁸						
1265	Mari. & N. Ga. Ry. ⁹						
1267	Memph. & Charleston R. R. ¹⁰	9,242,674	1,878,931 +142,543	11,303		143,565 —126,986	64,533 —26
1269	Middle Ga. & Atl. Ry. ¹¹						
1270	Eatonton Brh. R. R.	168,000		167,900		326	
1275	Mobile & Birm. R. R.	3,036,831	161,509			55,376	21,734
1276	Mobile & Ohio R. R.	22,521,231 +337,497		2,369,610	320,000	617,493 +163,741	123,986 —14,191
1278	Morrist. & Cumb. Gap R. R. ¹¹						
1279	Moss Pt. & Pascagoula R. R.	90,000	(¹²)			979	
1280	Nashv. & Knoxv. R. R.	1,768,298 +5,357	65,830 +9,446			154,198 +35,583	
1282	N. O. & N. En. R. R.	9,775,712 +2,376	1,163,360			210,626 +51,389	74,098 +9,426
1285	Nn. Ala. Ry. ¹³	3,838,435	(¹²)			21,530	
1286	Oconee & Wn. R. R. ¹¹						
1288	Ohio Vy. Ry. ¹⁰					222,634 +89,466	23,771 +3,431
1294	Ports. & Tygart Vy. R. R.	135,000				562 +491	
1296	Rich., Nicholasv., Irvine & Beattyv. R. R. ¹⁴						
1303	Sav., Fla. & Wn. Ry.	23,032,472 +59,422	(¹²)			372,295 —178,035	136,546 +44,092
1304	Abbeville Sn. Ry.	321,800				1,013 —4,371	
1305	Ala. Midl. Ry.	7,525,000				46,626 —3,624	20,563 —3,586
1306	Bruns. & Wn. R. R.	11,000,000	(¹²)			199,636 +44,145	16,298 +2,110
1307	Fla. Sn. R. R.	5,966,000				109,051	25,584
1309	Sanford & St. Petersb. R. R.					5,328	3,370
1310	Silver Spgs., Ocala & Gulf R. R.	2,620,000	(¹²)			86,442 +49,799	

¹ Report of Receiver for period, January 26 to June 30, 1896. ² Insufficient data for this Table.³ Report covers operations of Louisv., St. L. & Tex. Ry., under Receivership for eleven months ending May 31, 1896, and of the Louisv., Henderson & St. L. Ry. for one month ending June 30, 1896.⁴ Report of Receiver for nine months ending March 31, 1896. Reorganized as Macon & Birm. Ry.⁵ Report for three months ending June 30, 1896. Reorganization of Macon & Birm. R. R.⁶ Report for period, July 1 to December 21, 1895. Merged in Cent. of Ga. Ry.⁷ Report for period, July 1 to August 11, 1895. In process of reorganization.⁸ Report of Receiver for period, August 12, 1895 to June 30, 1896. No data for this Table: In process of reorganization.⁹ Report of Receiver: no data for this Table.¹⁰ Report of Receiver.¹¹ No data for this Table.¹² Included in "cost of road."¹³ Report for seven months ending June 30, 1896. Reorganization of Birm., Sheff. & Tenn. Riv. Ry.¹⁴ Report of Receivers; insufficient data for this Table.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
.....	471,223	1,265,975	544,752	250,000	471,223	.....	.....	1258
.....	.....	6,153,137	4,000,000	2,100,000	37,893	.....	15,244	1260
.....	.....	.....	.....	.....	.....	.....	.....	1261
.....	4,212	7,402	.....	.....	7,402	.....	.....	1203
.....	.....	1,363,470	1,280,000	.....	35,436	.....	48,034	1262
.....	.....	+5,498	.....	.....	-4,473	.....	+9,971	1257
.....	.....	.....	.....	.....	.....	.....	.....	1263
.....	.....	.....	.....	.....	.....	.....	.....	1264
.....	.....	.....	.....	.....	.....	.....	.....	1265
14,703	843,768	12,232,084	5,312,725	5,616,040	1,289,283	.....	.....	1266
-5,349	+127,343	+137,525	.....	+92,040	+31,449	.....	.....	1267
.....	.....	336,226	167,900	168,000	326	.....	.....	1269
.....	.....	3,670,945	1,800,000	1,815,656	49,949	.....	5,340	1270
1 1,554,500	.....	28,084,083	7,680,000	19,180,853	351,617	156,000	90,592	1275
+61,000	-101,847	+307,027	.....	-143,645	+41,431	-813	-214,967	1276
.....	.....	.....	.....	.....	.....	.....	.....	1277
.....	.....	90,979	50,000	40,000	.....	.....	979	1278
.....	210,806	2,199,132	372,700	1,184,000	642,432	.....	.....	1279
.....	+47,278	+97,664	.....	+5,000	+92,664	.....	.....	1280
9,120	2,571,067	13,803,983	5,000,000	6,323,519	1,391,113	19,833	.....	1281
-32,567	+11,114	+41,738	.....	-19,759	+62,304	-807	.....	1282
.....	.....	3,859,965	2,000,000	1,800,000	41,410	1,725	16,830	1285
.....	.....	.....	.....	.....	.....	.....	.....	1286
.....	.....	246,405	.....	.....	47,019	.....	199,386	1287
.....	.....	+92,897	.....	.....	+6,475	.....	+86,422	1288
.....	.....	135,562	100,000	.....	32,000	.....	3,562	1289
.....	.....	+491	.....	.....	-2,206	.....	+2,697	1290
.....	.....	23,757,701	9,412,900	13,400,000	681,186	.....	263,615	1303
.....	.....	-108,570	.....	.....	+68,797	.....	-177,367	1304
.....	13,733	336,546	160,800	161,000	14,746	.....	.....	1305
.....	+13,733	+9,362	.....	.....	+13,722	.....	-4,360	1306
1,404,926	8,997,115	4,225,000	3,300,000	1,472,115	.....	.....	.....	1307
+176,456	+169,246	.....	.....	+169,246	.....	.....	.....	1308
384,968	11,600,902	5,000,000	6,000,000	600,902	.....	.....	.....	1309
-4,719	+41,536	.....	.....	+41,536	.....	.....	.....	1310
311,844	6,412,479	1,725,000	4,241,000	446,479	.....	.....	.....	1311
72,543	353,813	.....	.....	353,813	.....	.....	.....	1312
.....	.....	2,706,442	1,500,000	1,120,000	53,456	.....	32,986	1313
.....	-5,603	+44,196	.....	.....	+11,210	.....	+32,986	1314

¹ Sinking fund.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

	1	2	3	4	5	6	7
No.	Abbreviated name of road.	ASSETS.					
		Cost of road.	Cost of equip-ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Sav., Fla. & Wn. Ry.-- Continued.						
1311	Tampa & Thonotosassa R. R.					4,073	
1312	Winston & Bone Vy. R. R.	30,000				18,532	
1100	Southern Ry.: ¹					+2,848	
1317	Elberton Air Line R. R.	431,980				13,089	
1318	Knoxv. & Ohio R. R.	2,831,788	479,931	18,400		108,394	
			+63,023			+42,576	
1319	Roswell R. R.	81,296				6,429	
						-315	
1320	Sn. Ry. in Ky	3,562,748	495,380				19,249
						-1,667	
1321	Sn. Ry. in Miss.	244,118				1,490	4,392
1322	Watauga R. R.	25,000					
1323	Ala. Gt. Sn. R. R.	15,216,992		1,148,108	262,000	451,287	80,556
		+27,857		-47,501	+177,000	+65,517	+24,164
1324	Belt Ry. of Chatt. ²	575,220	23,780		25,000		
1228	Knoxv., Cumb. Gap & Louisv. R. R. ³						
1325	Knoxv., Cumb. Gap & Louisv. Ry. ⁴					32,101	8,341
1330	Talbotton R. R.	53,593	7,587			4,927	
						+120	
1337	Tifton & N. En. R. R. ⁵	135,099	4,483			1,103	540
1338	Tuskegee R. R.	37,943	15,555			3,057	
						+1,198	
1339	Valdosta Sn. Ry. ⁶						
1343	Wrightsv. & Tennille R. R. ⁶						
1345	Abbotsf. & N. En. R. R.	232,000	(⁷)			7,081	
						-854	
1346	Ahnapee & Wn. Ry.	442,615	14,455			2,072	250
		+5,631	+100			+79	+50
1347	Ames & College Ry	24,321					
						-1,037	
1349	Atch., Top. & S. Fe Ry.	371,922,820	(⁷)	8,000	296,346	2,124,009	813,421
1350	Belt Ry. of Chic.	320,162	172,502			186,372	
		-31,886				-4,258	
1351	Big Falls Ry. ⁶						
1352	Boone Vy. Coal & Ry. Co. ⁸						
1353	Brainerd & Nn. Minn. Ry.	915,281	156,459			3,694	9,675
1354	Burl., Cedar Rap. & Nn. Ry.	21,603,161	4,201,925	1,735,000		650,711	488,349
		+144,697				+222,214	+304,026
1359	Wav. S. Line Ry. ⁸						
66	Canadian Pac. Ry: ⁹						
1360	Duluth, S. Shore & Atl. Ry.	42,503,430	2,678,817	632,411	463,707	435,792	113,946
		+149,660	+460,051			+169,697	+23,581
1362	Minl. Range R. R.	645,622	133,328	252,684	269,900	30,614	29,281
		+1,532			+254,500	-21,462	+12,168
1363	Hancock & Calu- met R. R.	701,250	166,458		75,000	99,479	
		+11,325	+11,067		+75,000	+30,070	
1364	Minneap., St. P. & S. S. Marie Ry.	40,833,436	4,500,460	226,100	40,400	1,167,261	292,436
		+61,994	-15,817		-200	-20,232	+74,111
1365	Centralia & Chester R. R. ⁸						

¹ Inserted to show relation of ten roads following.² Report for period, September 28, 1895 to June 30, 1896. Reorganization of Chatt. Un. Ry.³ Report of Receiver for period, July 1 to December 17, 1895.⁴ Report for period, December 18, 1895 to June 30, 1896. Reorganization of Knoxv., Cumb. Gap & Louisv. R. R.⁵ Report for six months ending June 30, 1896.⁷ Included in "cost of road."⁹ Inserted to show relation of four roads following.⁶ Insufficient data for this Table.⁸ No data for this Table.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
-----	3,751	7,824	-----	-----	7,824	-----	-----	1311
-----	-----	48,532	30,000	-----	415	-----	18,117	1312
-----	-----	+2,848	-----	-----	-2,907	-----	+5,755	
-----	4,545	449,614	195,900	150,000	103,589	35	-----	1100
-----	+4,545	+4,545	-----	-----	+39,348	-31,500	-3,303	1317
-----	-----	3,438,513	1,122,200	2,000,000	-----	-----	316,313	
-----	-----	+105,599	-----	-----	-----	-----	+105,599	1318
-----	5,796	93,521	40,000	35,000	18,521	-----	-----	1319
-----	+811	+496	-----	-----	+496	-----	-----	
-----	170,061	4,247,438	1,000,000	3,000,000	247,438	-----	-----	1320
-----	+124,105	+122,438	-----	-----	+247,438	-125,000	-----	
-----	-----	250,000	50,000	200,000	-----	-----	-----	1321
-----	-----	25,000	25,000	-----	-----	-----	-----	1322
258,833	-----	17,451,337	11,210,350	5,015,519	263,076	25,313	350,734	1323
-----	-----	+280,598	-----	+178,360	+57,367	+1,021	-53,198	
-----	-----	624,000	300,000	324,000	-----	-----	-----	1324
-----	-----	-----	-----	-----	-----	-----	-----	1228
-----	-----	40,442	-----	-----	38,816	-----	1,626	1325
-----	-----	66,107	34,800	25,000	-----	-----	6,307	1330
-----	-----	+120	-----	-----	-----	-----	+120	
-----	-----	141,225	75,000	50,000	13,266	1,000	1,959	1337
-----	-----	57,035	53,498	-----	-----	-----	3,057	1338
-----	-----	+1,198	-----	-----	-----	-----	+1,198	
-----	-----	-----	-----	-----	-----	-----	-----	1339
-----	-----	-----	-----	-----	-----	-----	-----	1343
-----	-----	239,081	120,000	112,000	-----	-----	7,081	1345
-----	-----	-854	-----	-----	-----	-----	-854	
-----	32,927	492,319	¹ 106,000	340,000	46,319	-----	-----	1346
-----	+12,297	+18,157	-----	-----	+18,157	-----	-----	
-----	97	24,418	20,000	-----	-----	-----	4,418	1347
-----	+97	-940	-----	-----	-296	-----	-644	
14,946	-----	401,337,160	233,486,000	162,346,390	2,259,135	1,098,535	141,720	1349
² 34,791	-----	1,421,163	1,200,000	-----	115,073	-----	106,090	1350
+8,424	-----	-27,720	-----	-----	-54,076	-----	+26,356	
-----	-----	-----	-----	-----	-----	-----	-----	1351
-----	-----	1,085,109	500,000	-----	527,183	-----	57,926	1352
1,291	-----	28,917,804	7,235,000	15,763,000	447,172	-----	2,248,785	1353
+1,291	-----	+710,995	-----	-----	+150,560	-----	+560,435	1354
-----	-----	-----	-----	-----	-----	-----	-----	
-----	1,054,019	49,411,602	22,000,000	23,703,337	3,443,393	264,872	-----	1360
-----	+154,754	+2,479,528	-----	+584,624	+1,894,731	+538	-----	
-----	-----	1,361,429	393,400	613,300	203,904	-----	150,825	1362
-----	-----	+246,738	-----	+259,500	-6,630	-4,078	-2,054	
-----	-----	1,042,187	350,000	400,000	-----	-----	292,187	1363
-----	-----	+127,462	-----	+70,000	-----	-----	+57,462	
-----	993,937	53,692,430	21,000,000	29,825,339	2,784,091	-----	-----	1364
-----	-4,364	+112,286	-----	-150,651	+263,333	-396	-----	
-----	-----	-----	-----	-----	-----	-----	-----	1365

¹ Represents cash realized on amount issued, \$439,500.² "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip-ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1367	Chic. & Alt. R. R.	31,178,927	.....	1,066,710	3,181,000	771,492	364,552
1368	Joliet & Chic. R. R.	2,000,000	.....	+2,456	.....	+208,330	+23,270
1369	Kans. Cy., St. L. & Chic. R. R.	5,021,700	.....	.....	.....	.....	.....
1370	La. & Mo. Riv. R. R. ¹ ..	.....	.....	.....	.....	.....	.....
1373	Chic. & En. Ill. R. R.	23,032,227	5,884,559	² 4,304,327	³ 66,442	580,989	150,959
		+78,311	.....	+2,532	—20,000	+160,515	+32,346
1374	Chic. & Wn. Ind. R. R.	18,870,884	362,812	.....	.....	730,315	129,358
		+71,567	.....	.....	.....	—120,446	+37,862
1375	Evansv., T. Haute & Chic. Ry.	1,527,599	302,052	.....	.....	38,160	.....
		.....	.....	.....	.....	+4,170	.....
1376	Ind. Block Coal R. R.	225,000	.....	.....	.....	.....	.....
1377	Chic. & Ill. Sn. Ry.	2,210	.....	.....	.....	.....	.....
1378	Chic. & Nn. Pac. R. R. ⁴ ..	693,788	58,510	.....	.....	207,233	52,635
		+384,937	+3,584	.....	.....	+147,707	+52,635
1379	Chic. & N. Wn. Ry.	173,156,820	(⁵)	14,407,687	8,661,094	4,868,985	2,295,183
		—9,363,322	.....	—276,460	—1,328,195	+541,385	+623,052
1381	Oshkosh Transp. Co.	70,000	.....	.....	.....	2,176	.....
		.....	.....	.....	.....	—1,566	.....
1383	St. P. En.Gr.Trunk Ry.	2,149,409	.....	.....	.....	.....	.....
1385	Sioux Cy. & Pac. R. R.	5,762,238	(⁵)	.....	.....	184,638	43,457
		+13,231	.....	.....	.....	—35,188	—3,276
1386	Chic. & Tex. R. R.	3,685,078	82,177	.....	.....	19,555	7,559
		+264,859	+7,130	.....	.....	+7,636	+1,521
1387	Chic., Burl. & Quin. R. R.	204,952,632	(⁵)	22,378,313	16,044,147	5,641,087	2,295,188
		+2,057,309	.....	+587,713	—814,052	—2,304,387	+1,037,644
1388	Quin., Alt. & St. L. Ry.	1,810,100	.....	.....	.....	.....	.....
1389	Burl. & N. Wn. Ry.	340,271	85,392	100	.....	109,944	8,378
		+499	.....	.....	.....	—2,328	+1,069
1390	Burl. & Wn. Ry.	1,356,092	120,910	.....	.....	37,260	.....
		+2,450	.....	.....	.....	+7,774	.....
1391	Chic., Burl. & Kans. Cy. Ry.	8,829,589	167,117	790	.....	47,534	.....
		+1,407	+260	.....	.....	+29,540	.....
1392	Chic., Burl. & Nn. R. R. of Wis. & Minn.	21,583,695	(⁵)	57,500	104,300	487,376	142,490
		+108,147	.....	.....	.....	+22,979	+59,947
1394	Hann. & St. Jos. R. R.	20,274,915	3,467,811	109,800	.....	486,560	194,484
		—1,784	+7,026	.....	.....	—577,126	+26,852
1395	Quin. R. R. Brg. Co.	1,800,150	.....	.....	.....	98,907	.....
		.....	.....	.....	.....	+936	.....
1396	Kans. Cy., St. Jos. & Coun. Bluffs R. R.	11,783,667	1,495,479	391,000	.....	372,947	198,625
		+15,994	+4,140	+21,000	.....	—43,913	+29,167
1397	Leav. Term. Ry. & Brg. Co.	1,200,000	.....	.....	.....	24,915	.....
		.....	.....	.....	.....	+322	.....
1398	St. L., Keokuk & N. Wn. R. R.	16,218,810	542,493	7,800	.....	433,006	39,504
		+95,276	+2,115	.....	.....	+229,422	+16,865
1400	Chic., Ft. Mad. & Des M. Ry.	3,290,382	3,760	.....	.....	25,130	4,310
		+1,682	+3,760	.....	.....	—1,022	—185
1401	Chic. Gt. Wn. Ry.	51,313,076	2,372,872	869,456	.....	897,285	213,248
		+385,179	+229,500	+275,393	.....	+325,961	+42,630
1404	Chic., Io. & Dak. Ry. ¹ ..	.....	.....	.....	.....	.....	.....
1405	Chic., L. Shore & En. Ry.	2,154,683	1,644,841	.....	.....	209,070	65,219
		+631,236	+402,191	.....	.....	—85,188	+32,807
1406	Calumet & Blue I. Ry. ⁶ ..	.....	.....	.....	.....	.....	.....
1407	Chic. & Kenosha Ry. ⁶ ..	.....	.....	.....	.....	.....	.....

¹ Insufficient data for this Table.³ Includes \$66,300, bonds of this company.⁵ Included in "cost of road."² Includes \$2,565,900, stocks of this company.⁴ Report of Receivers.⁶ Included in the report for Chic., L. Shore & En. Ry.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
¹ 367, 674	-----	38, 967, 355	22, 230, 600	8, 761, 850	931, 395	82, 538	2, 896, 536	1367
+27, 660	-----	+260, 216	-----	-115, 000	+98, 812	-1, 150	+140, 121	
-----	-----	2, 000, 000	1, 500, 000	-----	-----	-----	-----	
-----	-----	5, 021, 700	2, 021, 700	3, 000, 000	-----	-----	-----	1369
-----	-----	-----	-----	-----	-----	-----	-----	1370
² 507, 273	-----	34, 658, 066	13, 594, 400	18, 154, 000	964, 053	121, 461	1, 529, 594	1373
+54, 559	-----	+339, 251	-----	+94, 000	+47, 672	-1, 277	+203, 382	
-----	-----	20, 093, 369	5, 000, 000	10, 968, 667	167, 797	61, 423	682, 350	1374
-----	-----	-11, 017	-----	-157, 000	-35, 998	-1, 570	+24, 470	
² 72, 760	-----	1, 940, 571	581, 950	1, 250, 000	38, 160	-----	70, 461	1375
-----	-----	+4, 170	-----	-----	+4, 170	-----	-----	
² 48, 666	-----	273, 690	75, 000	150, 000	51	-----	48, 639	1376
+8, 000	-----	+4, 400	-----	-----	-----	-----	+4, 400	
-----	-----	2, 210	500	-----	-----	-----	1, 710	1377
11, 394	-----	1, 023, 560	-----	-----	224, 095	7, 058	792, 407	1378
+11, 394	-----	+600, 257	-----	-----	+205, 521	+7, 059	+387, 677	
³ 8, 048, 146	-----	⁴ 224, 779, 675	⁵ 66, 383, 821	131, 522, 500	4, 317, 189	1, 595, 734	3, 078, 717	1379
+307, 809	-----	-10, 540, 730	-145, 000	-137, 000	+1, 023, 055	-1, 173	-4, 680, 786	
-----	-----	72, 176	70, 000	-----	-----	-----	2, 176	1381
-----	-----	-1, 566	-----	-----	-----	-----	-1, 566	
-----	554, 924	2, 774, 924	1, 100, 000	1, 120, 000	554, 924	-----	-----	1383
-----	+51, 214	+51, 214	-----	-----	+51, 214	-----	-----	
402, 904	1, 769, 652	8, 162, 889	2, 068, 400	3, 256, 320	100, 824	-----	-----	1385
+31, 415	+94, 251	+100, 433	-----	-----	+2, 734	-----	-----	
-----	39, 168	3, 833, 537	2, 500, 000	1, 225, 000	93, 225	15, 312	-----	1386
-----	+16, 435	+297, 581	-----	+253, 000	+41, 419	+3, 162	-----	
² 9, 635, 228	-----	264, 116, 095	82, 004, 200	129, 409, 900	4, 044, 310	⁶ 1, 575	9, 368, 878	1387
+405, 478	-----	+968, 721	-----	+1, 695, 500	-1, 663, 213	-76, 136	+90, 388	
-----	-----	1, 810, 100	970, 100	840, 000	-----	-----	-----	1388
-----	125, 299	669, 384	156, 900	229, 981	243, 373	-----	-----	
-----	+9, 393	+8, 633	-----	+9, 982	-1, 815	-----	-----	1389
-----	549, 706	2, 063, 968	856, 802	610, 660	587, 681	-----	-----	
-----	+49, 101	+59, 325	-----	+39, 459	+19, 674	-----	-----	1390
-----	-----	9, 045, 030	8, 000, 000	820, 000	208, 463	-----	6, 704	
-----	-46, 109	-14, 902	-----	-----	-21, 815	-----	+6, 704	1391
⁷ 304, 924	1, 527, 855	26, 355, 140	⁸ 12, 000, 000	12, 825, 000	1, 463, 436	-----	-----	
+10, 927	+331, 678	+439, 678	-----	-4, 000	+432, 573	-----	-----	1392
-----	-----	24, 533, 570	14, 251, 969	8, 050, 000	428, 731	-----	1, 572, 451	
-----	-----	-545, 032	-----	-----	+104, 355	-----	-623, 819	1394
-----	-----	1, 899, 057	1, 750, 000	-----	88, 292	-----	60, 765	
-----	-----	+936	-----	-----	+81	-----	+855	1395
-----	-----	14, 274, 598	6, 030, 574	6, 002, 016	371, 907	-----	1, 796, 498	
-----	-----	+26, 388	+21, 000	+19, 000	+28, 036	-----	-43, 176	1396
-----	14, 235	1, 239, 150	600, 000	600, 000	39, 150	-----	-----	
-----	-3, 641	-3, 319	-----	-----	-3, 319	-----	-----	1397
-----	-----	18, 465, 530	5, 443, 800	10, 150, 000	1, 821, 193	-----	999, 105	
-----	-----	+367, 437	-----	-----	+212, 159	-7, 500	+877, 723	1398
277	65, 051	3, 388, 910	1, 970, 200	1, 387, 750	29, 010	-----	-----	
+72	+33, 776	+38, 083	-----	+32, 825	+5, 152	-----	-----	1400
160, 611	208, 568	57, 680, 941	51, 117, 707	4, 030, 554	2, 261, 288	-----	-----	
-15, 550	-161, 994	+838, 651	+215, 442	-146, 454	+792, 417	-----	-----	1401
-----	-----	-----	-----	-----	-----	-----	-----	
-----	1, 071, 194	5, 145, 007	650, 000	2, 030, 000	2, 465, 007	-----	-----	1404
-----	-608, 467	+372, 579	+50, 000	-----	+322, 579	-----	-----	
-----	-----	-----	-----	-----	-----	-----	-----	1405
-----	-----	-----	-----	-----	-----	-----	-----	1406
-----	-----	-----	-----	-----	-----	-----	-----	1407

¹ Includes \$325,876, "sinking fund."² "Sinking fund."³ Includes \$7,603,291, "sinking fund."⁴ Includes profit and loss from land grant and coal properties.⁵ Includes \$65,000, excluded from Table II, apportioned "to other properties."⁶ Debit item.⁷ Includes \$241,325, "sinking fund."⁸ Includes \$2,147,000, excluded from Table II, held in trust for the conversion of bonds not reported as outstanding.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip-ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1408	Chic., L. Shore & En. Ry. —Continued.						
	Chic. & S. En. Ry. (of Ill.). ¹						
1409	Joliet & Blue I. Ry. ¹						
1410	Milw., Bay V. & Chic. R. R. ¹						
1411	Chic., Milw. & St. P. Ry.	211,830,736	(²)	685,115	4,752,850	6,308,769	1,846,511
		+662,698		—36,098	—92,175	+2,156,324	+103,498
1413	Chic., Padu. & Memph. R. R.	3,156,083	796,671			10,820	428
		+22,803	+741,056			+7,098	—42
1414	Chic., Peoria & St. L. R. R. ³	9,479,790	838,521	250,000	175,000	71,914	34,047
1400	Chic., Peoria & St. L. Ry. ⁴						
1415	Chic., Rock I. & Pac. Ry.	89,287,773	15,667,409	2,844,849	4,769,771	2,319,368	1,155,846
		+500,822	+1,893	+8,000	+58,462	—286,596	+139,792
1416	Des M. & Ft. Dodge R. R.	8,605,475			2,000	62,874	
		+188				+7,921	
1417	Keokuk & Des M. Ry.	6,705,032	(²)			17,309	
						+1,683	
1418	Peoria & Bureau Vy. R. R.	1,566,600				9,343	
						+3,714	
1419	Chic., St. P., Minneap. & Om. Ry.	55,826,517	(²)	4,320,695	2,255,000	1,614,085	709,955
		+1,548,175		+33	+1,500,000	—638,028	—50,775
1421	Chippewa Riv. & Menom- onie Ry.	228,508	58,397			134,663	
		—79	+845			+27,105	
789	Clev., Cin., Chic. & St. L. Ry.: ⁵						
		682,229					
1422	Kank. & Seneca Ry.						
1424	Crooked Ck. R. R. & Coal Co. ⁶						
1426	Des M., Nn. & Wn. R. R.	7,124,515	184,131			37,739	2,521
		—7,314	+21,809			+131	—2,096
1427	Des M. Un. Ry.	988,000	12,000			18,299	4,413
		—25,775				—4,302	+1,312
1428	Drummond & S. Wn. Ry.	114,121	28,819				220
		+42,953	+6,063			—4	—44
1429	Duluth & Iron Range R. R.	10,167,839	2,004,701			592,055	172,491
		+509,371	+374,921			—169,592	+46,850
1430	Duluth & Winnipeg R. R.	4,503,229	(²)			218,675	1,786
		+2,234				+82,564	+413
1432	Duluth, Missabe & Nn. Ry.	6,914,915	994,670	130,751	100,000	485,844	32,552
		—1,060		—5,000	—6,800	+115,564	—15,540
1433	Duluth, Miss. Riv. & Nn. R. R.	608,174	74,801			3,164	
1434	Duluth, Red Wing & Sn. R. R. ⁶						
1436	E. St. L. Con. Ry.	328,090	81,346				
		+12,140					
1437	Elgin, Joilet & En. Ry.	11,744,704	1,235,429			300,735	89,219
		+43,636	+15,996			+102,092	+39,579
1440	Fulton Co. N. G. Ry.	1,030,945	90,925			5,318	282
						+973	+12
1442	Gt. Nn. Ry.	15,378,316	2,682,878	745,950	15,912,900	3,561,522	789,221
		—15,162	+187,527	—350,000		—147,840	+183,528
1443	St. P., Minneap. & Mani- t. Ry.	102,994,474	9,116,882			280,424	
		+382,577	+53,423			—657,461	
1444	Duluth, Watert. & Pac. Ry.	2,204,499					
		—18					

¹ Included in report Chic., L. Shore & En. Ry.² Included in "cost of road."³ Report for five months ending June 30, 1896. Reorganization of Chic., Peoria & St. L. R. R.⁴ Report of Receivers for seven months ending January 31, 1896. Reorganized as Chic., Peoria & St. L. R. R.⁵ Inserted to show relation of road following.⁶ Insufficient data for this Table.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
								1408
								1409
								1410
¹ 660, 145		226, 459, 334	72, 923, 161	139, 161, 000	5, 217, 574	187, 445	7, 663, 868	1411
—9, 535		+3, 119, 489	+739, 000	—160, 000	—17, 762	—1, 734	+2, 183, 989	1412
	126, 233	4, 090, 235	1, 575, 000	2, 183, 846	273, 555	57, 834		1413
	+85, 083	+855, 998		+595, 967	+202, 197	+57, 834		1414
1, 599		10, 891, 978	5, 000, 000	4, 931, 040	905, 227		12, 793	1400
								1415
¹ 295, 000		119, 022, 360	46, 156, 000	62, 712, 000	663, 418		1, 277, 942	1416
+14, 000		+429, 422			—159, 686		+589, 108	1417
		8, 670, 349	5, 046, 500	3, 072, 000			550, 849	1418
		+8, 109					+8, 109	1419
	154, 418	6, 876, 759	4, 125, 000	2, 750, 000	1, 759			1420
	+76	+1, 759			+1, 759			1421
		1, 575, 943	1, 500, 000				75, 943	1422
		+3, 714					+3, 714	1423
		64, 726, 252	34, 050, 127	26, 235, 800	995, 006	191, 448	3, 040, 075	1424
		+2, 360, 005		+1, 500, 000	+122, 060		+717, 434	1425
		421, 568			117, 435		304, 133	1426
		+27, 871			—3, 542		+31, 413	1427
								789
	558, 281	1, 240, 510	10, 000	650, 000	520, 510			1428
	+22, 881	+22, 881			+22, 881			1429
								1430
	1, 799	7, 362, 261	4, 372, 500	2, 913, 556	68, 956			1431
	—34, 054	—16, 595		—8, 071	—12, 920			1432
		1, 022, 712	400, 000	569, 000	53, 712			1433
		—28, 765			—28, 765			1434
	7, 166	150, 326	10, 000	50, 000	90, 326			1435
	+1, 785	+36, 094			+36, 094			1436
		13, 006, 401	500, 000	9, 832, 000	236, 688	79, 150	2, 351, 873	1437
		+759, 380		+574, 000	—413, 110	+9, 250	+588, 591	1438
	333, 451	5, 057, 141	2, 500, 000	2, 000, 000	557, 141			1439
	+29, 765	+114, 976			+114, 976			1440
¹ 471, 311		9, 130, 043	2, 512, 500	5, 564, 277	422, 295		9, 164	1441
+256, 064		+343, 228		—100, 331	+130, 460		—93, 461	1442
	7, 408	693, 547	4, 800	665, 000	23, 747			1443
								1444
								1445
	144, 410	558, 183	20, 000		534, 526			1446
	+12, 078	+24, 218			+20, 561			1447
	19, 987	13, 390, 074	6, 000, 000	6, 767, 950	564, 453	57, 671		1448
	—76, 931	+124, 372		—73, 633	+197, 207	+798		1449
	496, 370	1, 623, 840	² 636, 794	484, 000	503, 046			1450
	+39, 699	+40, 684			+40, 684			1451
		51, 126, 632	³ 25, 000, 000	³ 15, 000, 000	2, 789, 136	200, 000	4, 250, 234	1452
		—405, 561			—1, 348, 266		+636, 922	1453
		112, 764, 040	20, 000, 000	84, 411, 285	131, 066		1, 909, 447	1454
		—133, 106		—547, 100	—226, 928			1455
	628, 190	2, 832, 689	730, 000	1, 375, 000	720, 814	6, 875		1456
	+187, 343	+187, 325			+187, 325			1457

¹ "Sinking fund."² Includes \$6,069, paid in on shares not yet issued.³ Excluded from Table II, apportioned "to other properties."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) and Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip- ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Gt. Nn. Ry.—Continued.						
1445	En. Ry. of Minn.	8,319,589	1,092,332	65,800	301,896	1,165,791	97,696
		+174,361	+257,896			+2,158	+71,208
1446	Duluth Term. Ry.	244,470				60,126	
		+7,045				+36,480	
1447	Willmar & Sioux Falls Ry.	5,405,029					
		+879					
1448	Green Bay & Wn. R. R. ¹	9,954,000	123,359			25,009	20,895
1439	Green Bay, Win. & St. P. R. R. ²						
1440	Green Bay, Stev. Pt. & Nn. R. R. ³						
1449	Iola & Nn. R. R.	33,126	4,730				
1451	Hann. Un. Depot Co.	105,000				9,165	
		—4,000				—56	
1452	Hazelhurst & S. En. Ry. ⁴	86,218	13,809			3,791	
1445	Humeston & Shen. R. R. ⁵						
1218	Ill. Cent. R. R. : ⁶						
1455	Blue I. R. R.	115,234					
		+499					
1456	Chic. & Springf. R. R.	2,005,498					
		+42,895					
1457	Chic., Havana & Wn. R. R.	2,069,337					
1458	Chic., Mad. & Nn. R. R.	10,462,775		40,000		76,316	
		+33,000				+5,392	
1459	Dubq. & Sioux Cy. R. R.	21,175,214		6	523,073	611,038	
		+3,910,751				+59,633	
1451	Cedar Falls & Minn. R. R. ⁷						
1460	Kank. & S. Wn. R. R.	1,071,589	364,500			6,539	
		+1,894					
1461	Rantoul R. R.	748,767					
		+247			—17,000		
1462	St. L., Alt. & T. Haute R. R.	5,029,385	843,929	232,292	514,250	337,945	
		+6,189	+205	+232,292	+389,250	+107,961	—83,765
1463	Bellev. & Carondelet R. R.	928,134	71,866			7,370	
						—2,684	
1464	Bellev. & Eldo. R. R.	1,550,000				12,160	
						+9,977	
1465	Bellev. & Sn. Ill. R. R.	2,805,000	(⁸)	41,116		56,008	
						+11,905	
1466	Chic., St. L. & Padu. Ry.	2,756,821	193,179		50,000	30,372	
						+13,657	
1467	St. L. Sn. R. R.	1,537,047	(⁸)			35,175	
						+28,164	
1468	Carb. & Shawneet. R. R.	606,600					
1469	S. Chic. R. R.	245,640					
1470	Ill. Term. R. R. ⁹						
1471	Io. Cent. Ry.	20,233,081	611,976			110,278	187,194
		+248,372	+55,404			—27,477	+63,431
1472	Keithsburg Brg. Co.	1,191,000	(⁸)				
1473	Albia & Centerv. Ry.	400,000				12,814	
						+8,105	

¹ Report for period, June 10 to June 30, 1896. Reorganization of Green Bay, Win. & St. P. R. R.² Report for period, July 1, 1895 to June 9, 1896. Reorganized as Green Bay & Wn. R. R.³ Report for period, July 1, 1895 to June 9, 1896. Consolidated into Green Bay & Wn. R. R.⁴ Report for five months ending June 30, 1896.⁵ Report for ten months ending April 30, 1896. Merged in Chic., Burl. & Quin. R. R.⁶ Inserted to show relation of sixteen roads following.⁷ Report for eleven months ending May 31, 1896. Merged in Dubq. & Sioux Cy. R. R.⁸ Included in "cost of road."⁹ Insufficient data for this Table.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
-----	-----	11, 588, 386	5, 000, 000	¹ 4, 700, 000	358, 786	58, 750	1, 435, 631	} 1445
-----	-----	+510, 982	-----	-----	+182, 424	-----	+313, 236	
-----	-----	304, 596	50, 000	175, 000	-----	1, 750	-----	} 1446
-----	-----	+43, 525	-----	-----	-----	-----	-----	
-----	-----	5, 405, 129	1, 500, 000	3, 625, 000	46, 507	15, 104	218, 518	} 1447
-----	-----	+879	-----	-----	-155, 143	-----	+156, 022	
-----	-----	10, 123, 263	2, 500, 000	7, 600, 000	18, 208	-----	5, 055	1448
-----	-----	-----	-----	-----	-----	-----	-----	1439
-----	-----	-----	-----	-----	-----	-----	-----	1440
-----	339	38, 195	-----	-----	339	-----	-----	1449
-----	-----	114, 165	40, 000	64, 000	8, 216	-----	1, 949	} 1451
-----	-----	-4, 056	-----	-4, 000	-216	-----	+160	
-----	-----	103, 818	100, 000	-----	-----	-----	3, 818	1452
-----	-----	-----	-----	-----	-----	-----	-----	1445
-----	-----	-----	-----	-----	-----	-----	-----	1218
-----	25, 359	140, 593	25, 000	100, 000	15, 593	-----	-----	} 1455
-----	+11, 316	+11, 815	-----	-----	+11, 815	-----	-----	
-----	-----	2, 005, 498	25, 000	1, 979, 000	1, 498	-----	-----	} 1456
-----	-----	+42, 895	-----	+379, 000	-336, 105	-----	-----	
-----	775, 715	2, 845, 052	25, 000	2, 500, 000	320, 052	-----	-----	} 1457
-----	+99, 490	+99, 490	-----	-----	+99, 490	-----	-----	
-----	-----	10, 579, 091	50, 000	6, 870, 000	3, 659, 091	-----	-----	} 1458
-----	-----	+38, 392	-----	-----	+38, 392	-----	-----	
-----	-----	22, 309, 331	7, 999, 600	10, 280, 000	3, 939, 347	-----	90, 384	} 1459
-----	-5, 794	+3, 964, 590	-----	-----	+3, 874, 206	-----	+90, 384	
-----	-----	-----	-----	-----	-----	-----	-----	1451
-----	-----	1, 442, 628	390, 000	968, 000	77, 839	-----	6, 789	} 1460
-----	-----	+1, 894	-----	-----	+1, 894	-----	-----	
-----	371, 910	1, 120, 677	25, 000	1, 000, 000	95, 677	-----	-----	} 1461
-----	+65, 583	+48, 830	-----	-----	+48, 830	-----	-----	
-----	-----	6, 957, 801	3, 470, 800	2, 500, 000	805, 920	10, 416	170, 665	} 1462
-----	-----	+652, 132	-----	+146, 000	+524, 179	+938	+3, 872	
-----	-----	1, 007, 370	500, 000	485, 000	1, 110	2, 425	18, 835	} 1463
-----	-----	-2, 684	-----	-----	+1, 110	-----	-3, 794	
-----	290, 890	1, 853, 050	1, 000, 000	550, 000	7, 700	295, 350	-----	} 1464
-----	+17, 523	+27, 500	-----	-----	+7, 700	+19, 800	-----	
-----	-----	2, 902, 124	1, 692, 000	998, 000	34, 663	19, 960	42, 501	} 1465
-----	-----	+11, 905	-----	-2, 000	+33, 209	+19, 960	-41, 264	
-----	-----	3, 030, 372	1, 000, 000	2, 000, 000	250	16, 667	13, 455	} 1466
-----	-289	+13, 368	-----	-----	-87	-----	+13, 455	
-----	-----	1, 572, 222	460, 000	1, 056, 000	2, 430	7, 333	46, 459	} 1467
-----	-----	+28, 164	-----	-----	-5, 870	+7, 333	+26, 701	
-----	-----	606, 600	356, 600	250, 000	-----	-----	-----	1468
-----	32, 849	278, 489	20, 000	200, 000	58, 489	-----	-----	} 1469
-----	+32, 849	+32, 849	-----	-----	+39, 307	-----	-6, 458	
-----	-----	-----	-----	-----	-----	-----	-----	1470
-----	12, 823	21, 155, 352	14, 026, 692	6, 330, 483	210, 646	26, 358	530, 702	} 1471
-----	-50, 618	+289, 112	+264, 084	-48, 060	-106, 024	-----	+178, 320	
-----	-----	1, 191, 000	600, 000	591, 000	-----	-----	-----	1472
-----	1, 280	414, 094	400, 000	-----	5, 026	-----	8, 468	} 1473
-----	+1, 280	+7, 109	-----	-----	-1, 359	-----	+8, 468	

¹ Includes \$1,283,000, excluded from Table II, apportioned "to other properties."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equipment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1474	Io. Nn. Ry	140,000	.....	.....	.....	142	.....
1476	Jacksonv., Louisv. & St. L. Ry. ¹	.....	.....	.....	.....	—822	.....
1479	Kans. Cy. & Atl. R. R. ...	2,491,021	36,304	.....	.....	31,567	5,378
1480	Keokuk & Ham. Brg. Co. {	+14,011	+21	.....	.....	—24,713	+1,587
1481	Keokuk & Wn. R. R.	2,000,000	.....	.....	.....	2,810	.....
1482	{ Des M. & Kans. Cy. Ry. ²	.....	.....	.....	.....	+365	.....
1483	{ Des M. & Kans. Cy. Ry. ³	800,000	.....	.....	.....	9,422	.....
1484	Kewaunee, Green Bay & Wn. R. R. {	1,074,114	3,859	.....	.....	—4,886	.....
1487	Kickapoo Vy. & Nn. Ry. {	+14,837	—396	.....	.....	72,610	18,284
1488	L. Sup. Term. & Tr. Ry. {	27,892	3,898	.....	.....	+32,899	—4,833
1489	La Salle & Bureau Co. R. R. {	+6,900	.....	.....	.....	.....	.....
1491	Litchf., Carrollton & Wn. R. R. ⁴	239,981	54,073	.....	.....	.....	.....
1492	Manistique Ry	—309	.....	.....	.....	6,752	.....
1493	Marinette, Tomahawk & Wn. Ry. ⁵	93,851	.....	.....	.....	+986	.....
1494	Marshf. & S. En. Ry. ⁶	400,034	75,349	.....	.....	2,910	603
1496	Mason Cy. & Ft. Dodge R. R.	+23,579	.....	.....	.....	+741	+603
1497	Milw. & Sup. Ry.	166,500	.....	.....	.....	17,803	.....
1498	Minneap. & St. L. R. R. ...	850,000	(⁷)	.....	.....	—3,055	.....
1499	Wis., Minn. & Pac. R. R. ⁸	2,278,308	179,742	.....	.....	154	.....
1501	Minneap. En. Ry	+8,612	+18,134	.....	.....	.....	.....
1505	Minneap. Un. Ry	227,392	28,568	.....	.....	4,128	.....
1506	Mobile & Ohio R. R.: ⁹	+66	.....	.....	.....	35,742	10,505
1508	St. L. & Cairo R. R.	22,005,861	(⁷)	.....	360,500	+20,220	—9,782
1509	Munising Ry. ¹⁰	+228,934	.....	—3,600	—500	13,587	664
1512	Nn. Pac. R. R. ¹	249,040	14,579	.....	.....	+6,785	+664
1516	Duluth & Manit. R. R. {	3,289,553	.....	.....	.....	387,694	182,491
1519	James Riv. Vy. R. R. ...	+2,791	.....	.....	.....	—12,619	+98,201
1522	Little Falls & Sn. R. R. ...	10,500,000	.....	.....	.....	5,936	496
1523	St. P. & Nn. Pac. Ry. ....	.....	.....	.....	.....	+1,271	+135
1524	Chic. & Calumet Term. Ry.	190,167,085	21,984,630	11,249,883	6,407,370	405,322	578
	N. Wn. Coal Ry.	—84,867	+1,800	+68,386	+15,300	+53,904	+72
	Om. & St. L. Ry. ¹	3,135,524	.....	.....	.....	116,784	.....
		959,459	.....	.....	.....	+17,232	.....
		50,000	.....	.....	.....	.....	.....
		14,178,539	.....	150,500	.....	683,985	.....
		+9,370	.....	.....	.....	—69,238	—5,020
		10,922,965	210,833	5,565	.....	212,660	10,725
		+22,273	.....	.....	.....	+162,559	—3,196
		799,122	8,284	.....	.....	21,040	6,667
		1,565,000	258,530	.....	.....	63,711	10,153
		—6,035,912	+258,530	.....	.....	+36,597	—13,739

¹ Report of Receivers.² Report for period, July 1 to December 4, 1895.³ Report for period, December 5, 1895 to June 30, 1896.⁴ Report of Receiver.⁵ Report for six months ending June 30, 1896.⁶ Report for period, February 20 to June 30, 1896.

Reorganization of Port Edw., Centralia & Nn. Ry.

⁷ Included in "cost of road."⁸ No data for this Table.⁹ Inserted to show relation of road following.¹⁰ Insufficient data for this Table. Road under construction.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
		140, 142	90, 000	50, 000			142	} 1474
		—822					—822	
189, 858		226, 803			143, 889		81, 763	} 1476
+35, 528		+12, 402			—10, 342		+30, 593	
	108, 749	2, 638, 884	200, 000	2, 388, 200	50, 684			} 1479
	+36, 902	+51, 299		+88, 200	—36, 901			
	—5, 629	2, 070, 756	1, 000, 000	1, 000, 000	840		8, 582	} 1480
		+906			—19, 097		+8, 582	
		5, 169, 554	4, 000, 000	275, 000	816, 260		78, 294	} 1481
		+828, 066			+784, 482		+43, 584	
								} 1482
	31, 932	1, 443, 303	800, 000	600, 000	43, 303			
		1, 088, 110	664, 950	378, 000	5, 139		40, 021	} 1483
		+10, 723			—7, 581		+18, 304	
676, 125	112, 860	849, 899	114, 000	600, 000	135, 899			} 1484
—17, 553	+31, 414	+40, 101			+40, 101			
		301, 915	94, 200	190, 000	14, 865	2, 850		} 1487
		—4, 164			—4, 164			
		103, 603	50, 000				3, 603	} 1488
		+986					+986	
	18, 258	37, 064	(¹)	(¹)	36, 260			} 1489
	—3, 196	+8, 943			+10, 199			
		493, 186	150, 000		101, 776		241, 410	} 1491
		+20, 524			—19, 074		+39, 598	
	631	167, 285	66, 500		100, 785			1492
								} 1493
		854, 128	400, 000	450, 000	492		3, 636	
	638, 055	3, 142, 352	920, 000	1, 380, 000	842, 352			} 1494
	+24, 951	+62, 135			+62, 135			
		270, 211	125, 000		138, 707		6, 504	} 1496
		+7, 515			+5, 550		+1, 965	
5, 920		22, 963, 727	12, 500, 000	10, 000, 000	270, 998	86, 896	105, 833	} 1497
—117, 783		+195, 865			+116, 571		+79, 294	
								1498
	31, 443	301, 494	30, 000	150, 000	121, 494			} 1499
	—15, 348	—13, 942			—13, 942			
		3, 695, 453	500, 000	2, 800, 000	85, 704		309, 749	} 1501
		+56, 767			—22, 779		+79, 546	
								1276
		10, 616, 784	6, 500, 000	4, 000, 000	80, 588		36, 196	} 1505
		+17, 232			—910		+18, 142	
								1506
	2, 187, 078	250, 478, 722	84, 238, 347	136, 238, 500	22, 289, 776	670, 577		} 1508
	+1, 865, 879	+4, 573, 744	—11, 800	—734, 500	+4, 720, 721	+14, 700		
	130, 583	5, 282, 324	2, 000, 000	3, 101, 000	139, 545	7, 255		} 1509
	+31, 010	+31, 010			+31, 010			
	166, 118	2, 136, 820	1, 000, 000	963, 000	173, 820			} 1512
	+57, 780	+69, 023			+69, 023			
		50, 000	50, 000					1516
² 165, 903		16, 057, 328	7, 000, 000	8, 423, 000	11, 528	168, 405	155, 587	} 1519
+16, 128		—42, 241			—43, 063	+2, 085	—62, 917	
	691, 180	12, 054, 343	5, 000, 000	6, 000, 000	1, 004, 343	50, 000		} 1522
—140, 036	+190, 659	+223, 561			+288, 354			
368	10, 221	1, 845, 002	1, 000, 000	831, 000	6, 945	6, 925		1523
		1, 892, 394			269, 809		34, 185	} 1524
		—6, 026, 224	—4, 533, 500	—3, 039, 700	—67, 295	—213	+26, 084	

¹ No stock or bonds reported.

² Includes \$155,650, "sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

	1	2	3	4	5	6	7
No.	Abbreviated name of road.	ASSETS.					
		Cost of road.	Cost of equip-ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1525	Pawnee R. R.	86,375	7,023			1,198	
1527	Peoria & Pekin Un. Ry. ¹					-1,814	
1528	Peoria, Dec. & Evansv. Ry.	14,055,883	743,736	848,585		156,771	38,614
1529	Port Arthur, Duluth & Wn. Ry. of Minn.	-6,607	-895			-5,964	+26,437
1531	Quin., Om. & Kans. Cy. Ry. ²	245,000					
1532	Rice L., Dallas & Menom- onie Ry.	3,362,480				95,063	903
1533	Rock I. & Peoria Ry.	89,128	9,373			+70,350	+40
1534	Rockp., Lang. & Nn. Ry.	3,058,229	(³)	4,000		33,821	
1536	St. Jos. Term. R. R.	-7,917				-20	
1537	St. Jos. Un. Depot Co.	80,000	(³)			279,224	33,133
1538	St. L. & En. Ry. ¹	619,874	14,722			-84,164	+7,637
1539	St. L. & Peoria R. R. ¹	+370				690	
1541	St. L. & Hann. Ry.	201,133	(³)			-121	
1542	St. L., Bellev. & Sn. Ry.	1,094,640				26,596	22,116
1543	St. L., Chic. & St. P. R. R. ⁴	-279,783				-7,678	+133
1544	St. L., Indpls. & En. R. R. ¹	323,720				20,082	
1545	St. P. & Duluth R. R.	10,724,507	1,960,716	1,498,164	1,000	44,170	11,167
1546	Duluth S. Line Ry.	1,100,000				+18,133	-6,627
1548	St. Cloud, Grantsb. & Ashl. R. R. ⁴					1,584	
1549	Stillwater & St. P. R. R.	721,595					
1550	Taylor's Falls & L. Sup. R. R.	615,000				6,300	
1551	St. P. Un. Depot Co.	728,983	18,394			16,873	
1552	S. S. Marie Brg. Co.	+1,127				+3,915	
1553	Sioux Cy. & Nn. R. R. ⁵	1,900,000			42,900	34,753	
1560	Tabor & Nn. Ry. ¹	3,380,371		1,000,000	+7,700	-425	
964	T. Haute & Indpls. R. R. : ⁶					247,162	28,130
1561	E. St. L. & Carondelet Ry.	594,317	28,125			+156,505	-1,026
1562	St. L., Van. & T. Haute R. R.	7,544,117	1,161,063			45,004	
1563	T. Haute & Peoria R. R.	+21	+13,866			+16,187	
1564	Tol., Peoria & Wn. Ry.	5,655,393	342,922			205,407	
978	Wabash R. R. : ⁷	+53,694	+19,392			-13,073	
1570	La. & Pike Co. R. R. ⁴	9,269,091	(³)			7,100	
1572	Wabash, Chester & Wn. R. R.	+297,191				+7,100	
1574	Waukegan & Miss. Vy. Ry.					175,771	15,088
1576	Win. & Wn. Ry.	1,250,000				+110,975	-16,445
1577	Win. Brg. Ry.	+1,250,000					
		784,000					

¹ Insufficient data for this Table.

³ Included in "cost of road."

⁵ Report of Receivers.

⁷ Inserted to show relation of road following.

² Trustees in possession of road.

⁴ No data for this Table.

⁶ Inserted to show relation of three roads following.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
.....	14,400	108,996	50,000	36,000	21,376	1,620	.....	1525
.....	+3,587	+1,773	.....	.....	+2,313	-540	.....	1527
.....	465,639	16,309,228	8,838,800	5,728,728	1,694,494	47,206	.....	1528
.....	+147,719	+160,690	.....	-12,207	+172,897	.....	.....	1529
.....	18,000	263,000	125,000	120,000	18,000	.....	.....	1531
.....	+6,000	+6,000	.....	.....	+6,000	.....	.....	1532
.....	.....	3,845,966	2,000,000	1,750,000	23,991	.....	71,975	1533
.....	-15,861	+54,529	.....	.....	-17,446	.....	+71,975	1534
.....	5,064	137,386	60,000	60,000	17,386	.....	.....	1536
.....	+3,600	+3,580	.....	.....	+3,580	.....	.....	1537
.....	.....	3,374,586	1,500,000	600,000	82,099	.....	1,192,487	1538
.....	.....	-84,444	.....	.....	+7,302	.....	-91,746	1539
.....	3,646	84,336	55,000	25,000	4,336	.....	.....	1541
.....	+2,357	+2,236	.....	.....	+2,236	.....	.....	1542
.....	.....	683,308	300,000	350,000	19,767	7,292	6,249	1543
.....	.....	-7,175	.....	.....	-7,175	.....	.....	1544
.....	.....	221,215	9,000	91,000	.....	.....	121,215	1545
.....	.....	.....	.....	.....	.....	.....	.....	1546
.....	.....	.....	.....	.....	.....	.....	.....	1548
.....	.....	.....	.....	.....	.....	.....	.....	1549
.....	.....	.....	.....	.....	.....	.....	.....	1550
.....	.....	.....	.....	.....	.....	.....	.....	1551
.....	.....	.....	.....	.....	.....	.....	.....	1552
.....	.....	.....	.....	.....	.....	.....	.....	1553
.....	.....	.....	.....	.....	.....	.....	.....	1560
.....	.....	.....	.....	.....	.....	.....	.....	964
.....	.....	667,446	420,000	200,000	.....	3,500	43,946	1561
.....	.....	+16,187	.....	.....	-151	.....	+16,338	1562
.....	.....	8,910,587	3,924,058	4,499,000	74,340	30,333	382,856	1563
.....	.....	+814	.....	.....	-2,660	.....	+3,474	1564
.....	37,829	6,043,244	3,764,200	2,161,000	118,044	.....	.....	978
.....	+23,925	+104,111	.....	+65,000	+39,111	.....	.....	1570
.....	206,111	9,666,061	4,076,900	5,411,836	168,487	8,838	.....	1572
.....	-9,088	+382,633	.....	+300,626	+78,676	+3,331	.....	1574
.....	.....	.....	.....	.....	.....	.....	.....	1576
.....	49,390	1,995,594	1,250,000	690,000	55,594	.....	.....	1577
.....	+739	+970	.....	.....	+970	.....	.....	.....
.....	.....	67,161	60,000	.....	1,275	.....	5,886	.....
.....	.....	+1,986	.....	.....	-1,092	.....	+3,078	.....
.....	102,024	1,370,405	100,000	1,150,000	106,105	.....	.....	.....
.....	+102,024	+1,337,808	+100,000	+1,150,000	+88,112	.....	-1,534	.....
.....	12,932	796,932	400,000	384,000	6,532	6,400	.....	.....
.....	+6,307	+5,827	.....	.....	+5,827	.....	.....	.....

¹ Excludes \$500,000, shown in Table II.² "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equipment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1578	Wis. & Chippewa Ry....	193,433	8,291	.....	.....	1,459	.....
		+103,320	+84	.....	.....	+217	.....
1579	Wis. & Mich. Ry.....	1,860,000	185,919	.....	.....	75,998	3,051
		+240,000	+185,919	.....	.....	+55,949	+3,051
1580	Wis. Cent. Co. ¹.....	.....	.....	498,425	568,094	269,776	113,548
		—104,876	.....	+491,425	+568,094	—987,430	—7,117
1581	Chic., Wis. & Minn. R.R.	6,521,477	386,959	.....	271,425	153,131	.....
		.....	.....	.....	—445,449	—227,185	.....
1582	Wis. Cent. R. R. ¹.....	.....	.....	.....	.....	372,888	113,548
		—24,603	.....	.....	.....	—31,318	—7,117
1583	Milw. & L. Winn. R.R.	3,350,304	143,696	.....	.....	56,697	.....
		.....	.....	.....	.....	—83,131	.....
1584	Packw. & Mont. R. R.	224,000	.....	.....	.....	.....	.....
1586	Black H. & Ft. Pierre R. R.	524,461	96,052	.....	.....	796,225	.....
		+29,791	.....	.....	.....	—204	.....
1587	Butte, Anaconda & Pac. Ry.	2,830,499	(²)	.....	.....	895,039	52,153
		.....	.....	.....	.....	+417,085	—5,083
1379	Chic. & N. Wn. Ry.: ³	.....	.....	.....	.....	.....	.....
1588	Frem., Elk. & Mo. Vy. R. R.	53,137,287	(²)	.....	.....	.....	.....
		+23,413	.....	.....	.....	.....	.....
1591	Gt. Falls & Can. Ry.....	3,908,823	152,254	.....	.....	13,910	10,740
		.....	.....	.....	.....	+4,583	—2,194
1442	Gt. Nn. Ry.: ³	.....	.....	.....	.....	.....	.....
1592	Mont. Cent. Ry.....	14,056,765	(²)	.....	.....	395,009	63,793
		+288,355	.....	.....	.....	+254,779	—20,801
1694	Mo. Pac. Ry.: ³	.....	.....	.....	.....	.....	.....
1595	Pac. Ry. in Nebr.....	2,190,800	.....	.....	.....	.....	.....
1508	Nn. Pac. R. R.: ⁴	.....	.....	.....	.....	.....	.....
1598	Hel. & Red Mtn. R. R.	597,669	.....	.....	.....	11,150	.....
		.....	.....	.....	.....	+11,150	.....
1599	Nn. Pac. & Mont. R. R.	10,174,186	.....	.....	.....	246,093	.....
		—10	.....	.....	.....	.....	.....
1602	Om. Brg. & Term. Ry. ⁵	.....	.....	.....	.....	.....	.....
1603	Sioux Cy., O'Neill & Wn. Ry.	5,963,726	(²)	.....	.....	88,311	15,035
		+601	.....	.....	.....	+5,923	+3,110
1604	Un. Pac. Ry.....	142,317,351	13,143,843	19,667,713	30,231,181	11,643,342	.....
		—480	.....	+906,942	—1,004,242	+541,091	.....
1605	Lar., N. Park & Pac. R. R. & Tel. Co.	56,337	(²)	.....	.....	1,776	.....
		.....	.....	.....	.....	+112	.....
1606	Brighton & Bould. Brh. R. R. ⁶	.....	.....	.....	.....	.....	.....
1607	Carb. Cut Off Ry.....	286,661	.....	.....	.....	22,935	.....
		.....	.....	.....	.....	+11,439	.....
1608	Kear. & Black H. Ry..	1,831,998	(²)	.....	.....	79,481	.....
		.....	.....	.....	.....	—438	.....
1609	Mont. Un. Ry.....	629,579	594,495	.....	.....	252,980	24,270
		+5,317	—721	.....	.....	+49,204	+5,830
1611	Om. & Repub. Vy. Ry..	8,656,589	(²)	.....	.....	104,226	.....
		.....	.....	.....	.....	+104,227	.....
1612	St. Jos. & Gr. I. R. R.	12,569,745	673,975	97,800	.....	270,935	.....
		.....	.....	.....	.....	—413,492	.....
1613	Kans. Cy. & Om. R. R.	6,798,817	324,183	.....	.....	615,352	.....
		.....	.....	.....	.....	—55,523	.....
1614	Ark. & Choctaw Ry. ⁷	41,338	45,153	.....	.....	7,469	9,706
1616	Ark. Midl. R. R. ⁵.....	.....	.....	.....	.....	.....	.....
1617	Ark. Sn. R. R. ⁵.....	.....	.....	.....	.....	.....	.....

¹ Report of Receivers.³ Inserted to show relation of road following.⁵ Insufficient data for this Table.⁷ Report for period, August 31, 1895 to June 30, 1896.² Included in "cost of road."⁴ Inserted to show relation of two roads following.⁶ No data for this Table.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
.....	944	204, 127	75, 000	.....	129, 127	.....	.....	1578
.....	+449	+104, 070	.....	.....	+104, 070	.....	.....	1579
.....	23, 796	2, 148, 764	930, 500	1, 101, 329	91, 685	25, 250	.....	1580
.....	+23, 095	+508, 014	+120, 600	+291, 329	+71, 435	+25, 250	.....	1581
350	817, 136	2, 393, 069	.....	.....	2, 363, 952	.....	.....	1582
+350	+287, 780	+284, 698	.....	.....	+269, 081	.....	.....	1583
2, 150	.....	7, 335, 142	2, 600, 000	4, 282, 000	42, 923	84, 230	325, 989	1584
+2, 150	.....	-670, 484	.....	.....	-301, 667	.....	-368, 817	1585
.....	.....	553, 615	.....	.....	525, 860	.....	21, 907	1586
.....	.....	-83, 609	.....	.....	+41, 600	.....	-129, 557	1587
1, 050, 000	.....	5, 252, 812	2, 300, 000	2, 583, 125	355, 095	4, 579	10, 013	1588
+1, 050, 000	.....	+1, 618, 984	+1, 000, 000	+389, 125	+222, 823	+919	+6, 117	1589
.....	.....	224, 000	140, 000	84, 000	.....	.....	.....	1590
.....	.....	1, 416, 738	500, 000	.....	361, 165	.....	555, 573	1591
.....	.....	+29, 587	.....	.....	+31, 892	.....	-2, 305	1592
.....	.....	3, 777, 691	1, 000, 000	1, 700, 000	347, 807	.....	729, 884	1593
.....	.....	+412, 002	.....	.....	-46, 135	.....	+458, 137	1594
.....	.....	.....	.....	.....	.....	.....	.....	1595
.....	.....	53, 137, 287	30, 370, 000	20, 960, 000	3, 210	115, 875	1, 192, 002	1596
.....	.....	+23, 413	.....	-38, 000	-900	-760	-145, 161	1597
.....	160, 311	4, 246, 038	2, 000, 000	2, 000, 000	246, 038	.....	.....	1598
.....	-130, 581	-128, 192	.....	.....	-128, 192	.....	.....	1599
.....	.....	.....	.....	.....	.....	.....	.....	1600
.....	107, 790	14, 623, 357	5, 000, 000	8, 700, 000	533, 053	.....	.....	1601
.....	-108, 889	+413, 444	.....	.....	+55, 230	.....	.....	1602
.....	.....	.....	.....	.....	.....	.....	.....	1603
.....	480, 585	2, 671, 385	1, 095, 800	1, 095, 000	480, 585	.....	.....	1604
.....	+54, 750	+54, 750	.....	.....	+54, 750	.....	.....	1605
.....	.....	.....	.....	.....	.....	.....	.....	1606
.....	45, 000	857, 819	400, 000	400, 000	48, 150	8, 000	.....	1607
.....	+24, 000	+35, 150	.....	.....	+35, 150	.....	.....	1608
.....	1, 525, 417	17, 201, 796	5, 306, 100	8, 843, 000	1, 594, 650	176, 860	.....	1609
.....	+530, 580	+530, 570	.....	.....	+530, 580	.....	.....	1610
.....	.....	.....	.....	.....	.....	.....	.....	1611
.....	383, 112	6, 450, 184	3, 600, 000	2, 340, 000	510, 184	.....	.....	1612
.....	+116, 725	+126, 359	.....	.....	+126, 359	.....	.....	1613
¹ 3, 602, 685	.....	239, 757, 596	² 60, 868, 500	³ 133, 739, 439	6, 509, 212	548, 439	7, 127, 344	1614
-575, 953	.....	-562, 181	.....	-2, 048, 505	+1, 228, 684	-127, 467	-28, 087	1615
.....	12, 559	70, 672	66, 500	.....	4, 172	.....	.....	1616
.....	-112	.....	.....	.....	.....	.....	.....	1617
.....	.....	.....	.....	.....	.....	.....	.....	1618
.....	.....	309, 596	280, 000	.....	16, 901	.....	12, 695	1619
.....	.....	+11, 439	.....	.....	.....	.....	+11, 439	1620
¹ 438	129, 397	2, 695, 830	1, 577, 280	862, 000	217, 276	7, 184	.....	1621
+438	+57, 255	+57, 255	.....	.....	+48, 385	.....	.....	1622
.....	259, 089	1, 760, 413	850, 000	.....	910, 413	.....	.....	1623
.....	-26, 265	+33, 365	.....	.....	+33, 365	.....	.....	1624
¹ 157, 120	43, 824, 835	12, 755, 924	2, 420, 550	5, 941, 000	4, 331, 724	62, 650	.....	1625
+551	+178, 906	+283, 684	.....	.....	+283, 684	.....	.....	1626
41, 300	1, 114, 048	14, 785, 344	4, 600, 000	8, 721, 406	1, 311, 338	70, 000	.....	1627
.....	+525, 151	+116, 423	.....	.....	+116, 423	.....	.....	1628
.....	233, 428	7, 971, 780	4, 410, 000	2, 713, 000	848, 780	.....	.....	1629
.....	+146, 589	+91, 066	.....	.....	+91, 066	.....	.....	1630
.....	.....	103, 666	70, 000	.....	28, 158	.....	5, 508	1631
.....	.....	.....	.....	.....	.....	.....	.....	1632
.....	.....	.....	.....	.....	.....	.....	.....	1633

¹ "Sinking fund."

² Includes \$21,401,365, excluded from Table II, apportioned "to other properties."

³ Includes \$47,087,125, excluded from Table II, apportioned "to other properties."

⁴ Excludes \$190,263, used for company's "sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip- ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1349	Atch., Top. & S. Fe Ry: ¹	119,455,402	2,896,962	-----	-----	683,730	181,400
1621	Atl. & Pac. R. R.	+84,638	+288,005	-----	-----	+59,551	—13,108
1622	Colo. Midl. R. R.	18,107,302	1,071,782	24,902	323,095	396,272	53,772
		—94,993	+115,232	-----	+323,095	+32,934	+16,769
1623	Busk Tun. Ry.	1,138,372	-----	-----	-----	88,766	-----
		+2,978	-----	-----	-----	+26,031	-----
1624	Manh., Al. & Bgame. Ry. ²	1,649,941	28,059	-----	-----	1,491	-----
		-----	-----	-----	-----	—1,732	-----
1625	St. L. & San. Fran. Ry.	62,542,635	4,757,158	229,824	4,135,804	511,283	314,573
		+706,756	+23,171	-----	—3,169	—41,680	—66,605
1627	Ft. Smith & Van Buren Brg. Co.	975,000	-----	-----	-----	272,068	-----
		-----	-----	-----	-----	+38,067	-----
1628	Kans. Cy. & S. Wn. R. R.	2,006,253	-----	-----	-----	-----	-----
1629	Kans. Midl. Ry.	5,500,898	183,302	-----	-----	-----	-----
1633	St. L., Kans. & S. Wn. R. R.	2,092,001	-----	-----	-----	-----	-----
		+753	-----	-----	-----	-----	-----
1634	St. L., Salem & Ark. Ry.	1,951,032	(³)	-----	-----	-----	-----
1635	St. L., Kans. Cy. & Colo. R. R. ²	3,823,679	28,621	-----	-----	21,761	4,500
		—600	-----	-----	-----	+4,832	+1,103
1636	Wich. & Wn. Ry. ²	2,733,384	77,530	-----	-----	25,976	-----
		—24	—3,318	-----	-----	+4,291	-----
1639	Brownwood & N. Wn. Ry. ⁴	-----	-----	-----	-----	-----	-----
1642	Chester, Perryv., S. Genevieve & Farm. R. R. ⁴	-----	-----	-----	-----	-----	-----
		2,400,000	-----	-----	-----	56,052	-----
1643	Chic. & Atch. Brg. Co.	-----	-----	-----	-----	+34,554	-----
1644	Choctaw, Oklahoma & Gulf R. R.	2,767,700	299,025	17,848	-----	239,318	23,290
		+1,330,838	+184,365	+17,848	-----	—8,085	+6,685
1646	Crystal Ry.	22,428	7,572	-----	-----	677	-----
		+1,393	-----	-----	-----	+677	-----
1649	Denver & Rio G. R. R.	101,156,564	4,185,141	328,821	1,395,459	1,013,990	394,398
		+2,349	+10,070	+225,620	—342,525	+18,094	+90,019
		100,000	-----	-----	-----	560	-----
1651	Rio G. Gunnison Ry.	-----	-----	-----	-----	—2	-----
		3,849,300	-----	-----	-----	10,327	-----
1652	Rio G. Jctn. Ry.	-----	-----	-----	-----	—15,737	-----
1653	Denver, Lakewood & Golden R. R. ⁵	-----	-----	-----	-----	-----	-----
1654	Eureka Spgs. Ry.	1,499,600	-----	-----	-----	38,023	6,178
		-----	-----	-----	-----	+12,131	—13,029
1655	Excelsior Spgs. R. R. ⁵	-----	-----	-----	-----	-----	-----
1656	Flor. & Cripple Ck. R. R.	2,220,612	(³)	-----	-----	390,525	4,796
		+220,612	-----	-----	-----	+199,916	—4,297
1660	Ham. & Kingst. R. R.	38,160	3,500	-----	-----	4,566	-----
		+101	-----	-----	-----	—35	-----
1663	Houck's Mo. & Ark. R. R. ⁵	-----	-----	-----	-----	-----	-----
1664	Hutchinson & Sn. R. R. ²	741,205	48,741	-----	-----	14,615	-----
		-----	-----	-----	-----	+10,952	-----
1666	Kans. Cy. Belt Ry.	2,090,326	62,381	-----	-----	104,681	5,801
		+30,175	-----	-----	-----	—4,895	—5,586
1667	Kans. Cy., Ft. Scott & Memph. R. R.	25,543,964	4,880,978	209,562	-----	1,522,894	355,559
		—24,401	—3,615	-----	-----	—71,110	+26,491
1668	Current Riv. R. R.	3,048,592	175,721	-----	-----	29,234	6,069
		+4,313	-----	-----	-----	—15,895	+1,250
1669	Kans. Cy. & Memph. Ry. & Brg. Co.	5,989,545	-----	-----	-----	151,140	431
		+1,848	-----	-----	-----	—22,991	+17
1670	Kans. Cy., Clinton & Springf. Ry.	4,802,505	240,817	-----	-----	53,659	11,337
		-----	-----	-----	-----	—17,495	—19,656

¹ Inserted to show relation of twelve roads following.² Report of Receiver.³ Included in "cost of road."⁴ Report for six months ending June 30, 1896. Insufficient data for this Table.⁵ Insufficient data for this Table.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
211,748	17,553,334	140,982,576	79,760,300	38,913,629	21,847,078	200,147	.....	1349
+16,067	+592,668	+334,821	.....	-693,000	+942,475	+90,147	.....	1621
.....	1,100,710	23,476,591	8,000,600	11,621,095	509,833	48,070	.....	1622
-69,615	-1,148,800	+891,713	.....	+253,095	-2,515,139	-68,845	.....	1622
.....	.....	1,316,152	10,000	1,250,000	54,086	.....	2,066	1623
.....	.....	+1,478	.....	.....	+768	.....	+710	1623
477	241,022	1,920,990	1,000,000	678,000	238,170	.....	.....	1624
+477	+13,619	+12,364	.....	.....	+11,864	.....	.....	1624
191,284	.....	79,335,312	26,359,300	42,387,426	5,404,312	320,611	2,153,955	1625
+57,053	.....	+1,058,251	.....	-53,757	+734,272	-23,073	-218,850	1625
.....	.....	1,247,068	500,000	335,000	.....	.....	272,068	1627
.....	.....	+38,067	.....	-17,000	.....	.....	+38,067	1627
.....	.....	2,006,253	1,238,800	744,000	23,453	.....	.....	1628
.....								
.....	.....	5,684,200	3,004,200	2,680,000	.....	.....	.....	1629
.....	.....	2,092,001	1,180,000	890,000	22,001	.....	.....	1633
.....	.....	+753	.....	.....	+753	.....	.....	1633
.....	.....	1,951,032	1,100,000	810,000	41,032	.....	.....	1634
90	1,741,092	5,619,743	1,600,000	1,381,000	2,582,833	34,525	.....	1635
-2	+115,380	+120,713	.....	.....	+110,420	.....	.....	1635
281	1,106,436	3,943,607	1,035,000	¹ 1,747,000	1,152,497	.....	.....	1636
+279	+161,829	+163,057	.....	.....	+163,144	.....	.....	1636
.....	.....	.....	.....	.....	.....	.....	.....	1639
.....	.....	.....	.....	.....	.....	.....	.....	1642
² 39,200	.....	2,495,252	1,191,600	924,750	92,073	.....	286,806	1643
.....	.....	+34,554	.....	.....	+56,912	.....	-22,358	1643
.....	.....	11,629,561	³ 7,009,765	³ 4,194,500	369,363	15,000	40,933	1644
.....	.....	+4,859,253	+3,259,765	+1,607,090	+189,944	-180	-44,361	1644
.....	.....	30,677	30,000	.....	.....	.....	677	1646
.....	-1,393	+677	.....	.....	.....	.....	+677	1646
.....	.....	108,942,659	61,650,000	43,136,000	1,378,647	108,227	2,056,418	1649
.....	.....	+142,160	.....	.....	+255,724	.....	-73,776	1649
3,500	.....	104,060	500	100,000	60	3,500	.....	1651
.....	.....	-2	.....	.....	-2	.....	.....	1651
.....	.....	3,859,627	2,000,000	1,850,000	1,775	7,708	144	1652
.....	.....	-15,737	.....	.....	+325	.....	-16,062	1652
.....	.....	.....	.....	.....	.....	.....	.....	1653
.....	.....	1,545,438	499,600	1,000,000	42	.....	45,796	1654
.....	.....	-898	.....	.....	-2,893	.....	+1,995	1654
.....	.....	.....	.....	.....	.....	.....	.....	1655
.....	.....	2,615,933	1,000,000	1,000,000	397,902	.....	204,106	1656
.....	.....	+416,231	.....	.....	+316,977	.....	+167,108	1656
.....	5,008	51,234	9,600	20,000	21,634	.....	.....	1660
.....	+2,265	+2,331	.....	.....	+2,331	.....	.....	1660
.....	.....	.....	.....	.....	.....	.....	.....	1663
.....	7,317,882	8,122,443	7,320,000	.....	802,443	.....	.....	1664
.....	+5,147	+16,099	.....	.....	+16,099	.....	.....	1664
1,594	.....	2,266,279	100,000	2,000,000	78,255	.....	88,024	1666
-146	.....	+19,515	.....	+20,000	-6,961	.....	+6,476	1666
² 348,073	.....	32,943,650	12,747,000	17,704,000	1,095,216	204,262	748,699	1667
-27,378	.....	-84,415	.....	+487,000	-630,131	+3,030	+59,556	1667
.....	164,360	3,423,976	1,606,000	1,606,000	191,901	.....	.....	1668
.....	+41,971	+31,639	.....	.....	+31,639	.....	.....	1668
² 61,614	.....	6,202,730	3,000,000	3,000,000	83,262	37,500	12,020	1669
+12,781	.....	-8,345	.....	.....	+6,811	.....	-27,937	1669
.....	407,808	5,516,126	1,775,400	3,250,000	449,811	40,915	.....	1670
.....	-2,215	-39,366	.....	.....	-39,366	.....	.....	1670

¹ Includes \$791,000, excluded from Table II, covered by "funded debt," Atch., Top. & S. Fe Ry.

² "Sinking fund."

³ Includes \$1,000,000, excluded from Table II, apportioned "to other properties."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equipment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1671	Kans. Cy. N. Wn. R. R. . . .	3,994,124	450,681	.....	.....	102,117	14,637
		+378	.....	.....	.....	+25,561	—12,504
1672	Kans. Cy. & Beatrice Ry. ¹	.....	.....	.....	.....	582	.....
		.....	.....	.....	.....	—30	.....
1673	Kans. Cy., Osceola & Sn. Ry. ²	.....	.....	.....	.....	.....	.....
1674	Kans. Cy., Pittsb. & Gulf R. R.	15,350,000	(³)	3,916,000	3,916,000	92,523	36,723
		+5,950,000	.....	+2,591,000	+2,591,000	+34,181	+36,723
1676	Texarkana & Ft. Smith Ry.	2,543,000	(³)	.....	.....	27,751	.....
		+1,118,000	.....	.....	.....	—1,182	.....
1678	Kans. Cy. Suburban Belt R. R.	4,493,404	20,894	2,573,800	600,000	60,940	3,995
		+57,186	+45	+33,000	+487,500	—189,345	+1,235
1680	Kans. Cy. & Indep. Air Line R. R.	974,163	26,851	11,400	.....	7,810	.....
		—93,920	+916	+11,400	.....	—915	.....
1681	Leav., Top. & S. Wn. Ry. ⁴	.....	.....	.....	.....	.....	.....
1683	Little Rock & Memph. R. R. ⁵	.....	.....	.....	.....	80,694	38,212
		.....	.....	.....	.....	—17,848	+7,487
1686	Manitou & Pikes Peak Ry.	958,991	53,821	.....	.....	8,044	5,923
		.....	.....	.....	.....	+6,386	—811
1687	Midl. Tenn. Ry. ²	.....	.....	.....	.....	.....	.....
1689	Miss. Riv. & Bonne T. Ry.	978,693	136,993	28,461	.....	56,066	15,685
		+86,686	+36,679	+9,774	.....	+10,749	—3,626
1691	Mo., Kans. & Tex. Ry. . . .	140,284,065	(³)	.....	.....	1,320,184	428,690
		+11,266,805	.....	.....	.....	—342,744	+69,047
1692	Denison & Washita Vy. Ry.	1,305,000	(³)	.....	.....	.....	.....
1693	Kans. Cy. & Pac. Ry. . . .	5,000,000	.....	.....	.....	.....	.....
1675	Mo., Kans. & En. Ry. ⁶	.....	.....	.....	.....	.....	.....
1694	Mo. Pac. Ry.	49,837,115	(³)	27,977,926	28,181,560	7,502,624	1,043,239
		+34,554	.....	—3,908	.....	+3,683,999	+155,946
1695	Boonv., St. L. & Sn. Ry. ²	.....	.....	.....	.....	.....	.....
1698	Kanop. & Kans. Cent. Ry.	525,000	.....	.....	.....	.....	.....
1699	Kans. & Colo. Pac. Ry. . .	49,030,100	.....	1	.....	13,433	.....
1700	Pueb. & State Line R. R.	3,820,000	.....	.....	.....	567,500	.....
		.....	.....	.....	.....	+113,500	.....
1701	Kans. Cy. & S. Wn. Ry. (of Mo.).	614,000	.....	.....	.....	.....	.....
1702	Kans. Cy. & S. Wn. Ry. (of Kans.).	826,000	.....	.....	.....	.....	.....
1703	Kans. S. Wn. Ry.	769,440	.....	.....	.....	.....	.....
1704	LeRoy & Caney Vy. Air Line R. R.	1,060,000	.....	.....	.....	13,000	.....
1707	Rooks Co. R. R.	775,000	.....	.....	.....	.....	.....
1708	St. L., Oak H. & Carondelet Ry.	800,000	.....	.....	.....	.....	.....
1709	Cent. Brh. Un. Pac. R. R.	3,998,120	(³)	.....	.....	.....	.....
1710	Atch., Colo. & Pac. R. R.	5,595,497	(³)	.....	.....	863,008	.....
		.....	.....	.....	.....	+253,500	.....
1711	Atch., Jew. Co. & Wn. R. R.	744,400	.....	.....	.....	117,058	.....
		.....	.....	.....	.....	+33,875	.....
1712	Kans. Cy., Law. & Wich. R. R.: ⁷	.....	.....	.....	.....	.....	.....
1713	Law. & Emp. Ry. . . .	985,611	.....	.....	.....	.....	.....

¹ In hands of purchasing trustee.² Included in "cost of road."³ Report of Receiver.⁴ Report for period, July 1, 1895 to June 1, 1896. Merged in Mo., Kans. & Tex. Ry.⁵ Files no report; inserted to show relation of road following.⁶ Insufficient data for this Table.⁷ No data for this Table.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	68,254	4,629,813	3,500,000	935,681	194,132			1671
	+32,693	+46,128			+46,128			1672
	174,911	175,493			175,493			1673
	+19,119	+19,089			+19,089			1674
								1675
		23,461,617	11,591,000	11,591,000	116,533		163,084	1676
		+11,269,019	+5,566,000	+5,556,000	+32,315		+104,704	1677
		2,584,630	100,000	2,443,000	41,630			1678
		+1,130,697		+1,118,000	+12,697			1679
		7,753,033	14,750,000	1,750,000	371,354	47,708	29,272	1680
-9,000		+380,621			-28,230	+26,423	-222,271	1681
		1,020,224	500,000	500,000	20,224			1682
	-109,094	-191,613			-177,680	-13,933		1683
								1684
		118,906			110,521		8,385	1685
		-10,361			-6,447		-3,914	1686
	936	1,027,715	500,000	500,000	27,715			1687
	-13,256	-7,681			-7,681			1688
								1689
1,636		1,217,534	600,000	500,000	94,443	20,000	3,091	1690
-2,096	-25,144	+113,022	+100,000		+9,931		+3,091	1691
		142,670,720	68,462,500	70,523,000	1,223,863	672,617	460,273	1692
-30,161		+10,950,189	+5,450,000	+5,168,000	-1,381,571	+368,900	+16,393	1693
		1,305,000	395,000	1,000,000				1694
								1695
		5,000,000	2,500,000	2,500,000				1696
								1697
		116,078,504	47,442,250	62,268,000	5,219,265	831,831	230,453	1698
		+3,638,351	+5,675	+8,256,000	-3,286,126	+44,717	-1,377,499	1699
								1700
	121,500	646,500	300,000	225,000	121,500			1701
	+13,500	+13,500			+13,500			1702
1,902,000	7,830,399	58,775,933	25,498,100	23,532,000	7,742,138	101,695		1703
	+1,463,720	+1,463,720			+1,463,720			1704
	425,625	4,813,125	1,550,000	2,270,000	964,750	28,375		1705
		+113,500			+113,500			1706
	421,630	1,035,630	207,000	407,000	413,490	8,140		1707
	+57,420	+57,420			+57,420			1708
	313,500	1,139,500	276,000	550,000	313,500			1709
	+33,000	+33,000			+33,000			1710
	212,040	981,480	397,440	372,000	212,040			1711
	+22,320	+22,320			+22,320			1712
		1,073,000	540,000	520,000	13,000			1713
								1714
	173,250	948,250	500,000	275,000	173,250			1715
	+16,500	+16,500			+16,500			1716
	212,000	1,012,000	400,000	400,000	204,000	8,000		1717
	+24,000	+24,000			+24,000			1718
	2,532,994	9,355,207	1,000,000	5,953,110	2,339,289			1719
	+252,901	+326,057		+78,666	+249,257			1720
		6,458,505	1,522,400	4,070,000	675,255	40,700	150,150	1721
		+253,500			+244,200		+9,300	1722
		861,458	202,400	542,000	89,820	5,420	21,818	1723
		+33,875			+32,520		+1,355	1724
								1725
	459,502	1,445,113	465,000	465,000	505,813	9,300		1726
	+27,900	+27,900			+27,900			1727

¹ Includes \$2,498,300 excluded from Table II, apportioned "to other properties."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip- ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1714	Mo. Pac. Ry.—Continued. St. L., Iron Mtn. & Sn. Ry.	67,603,018 +108,594	(¹)	4,053,989 —70,761	2,351,156 +106,634	1,065,380 +678,973	.....
1715	Kans. & Ark. Vy. Ry.	5,118,400	.....	.....	.....	85,300	.....
1716	Little Rock & Ft. Smith Ry.	7,800,331 +3,244	.....	6,748	117,464	91,016 —9,438	.....
1717	Little Rock Jetn. Ry.	840,562	.....	.....	.....	7,065 +90	.....
1718	Ark. & La. Ry.	1,048,958 +145,635	(¹)	.....	.....	6,310 +547	36 —897
1722	Mo. Sn. R. R.	147,572 +14,949	27,605 +580	.....	.....	.....	4,005 —879
1724	Pine Bluff & En. R. R. ²	.....	.....	.....	.....	.....	.....
1725	Prescott & N. Wn. R. R. ³	.....	.....	.....	.....	.....	.....
1727	Rio. G. Sn. R. R.	9,020,000	(¹)	.....	650	169,578	52,737
1728	St. Clair, Mad. & St. L. Belt R. R. ²	.....	.....	.....	.....	.....	.....
1729	St. L., Cape Gir. & Ft. Smith Ry. ⁴	3,854 +2,519	3,794	.....	2,250	39,027 +9,825	12,550 —399
1730	St. L., Kennett & Sn. R. R. ⁵	.....	.....	.....	.....	.....	.....
1731	St. L., S. Wn. Ry.	45,388,442	1,655,513 +9,371	3,000,250	15,324,000 —216,365	2,099,889 +535,706	219,510 +49,106
1732	Paragould S. En. Ry.	109,670 +4,719	.....	.....	.....	563 —524	.....
1733	St. L. Tr. Ry.	488,060 +2,903	46,719	.....	.....	.....	.....
1734	Searcy & W. Pt. R. R.	75,000	(¹)	.....	.....	.....	.....
1735	Silverton R. R.	863,390	20,100 +100	.....	.....	5,937 —2,708	27 —359
1736	Silverton Nn. R. R. ⁶	60,000	.....	.....	.....	2,453	.....
1738	Stuttgart & Ark. Riv. R. R. ⁵	.....	.....	.....	.....	.....	.....
1739	Term. R. R. Assn. of St. L.	11,385,348 +41,791	.....	1,528,400	.....	1,295,589 —346,444	26,311 —17,653
1740	St. L. Brg. Co.	12,990,000	.....	.....	.....	119,700	.....
1741	Tunnel R. R. of St. L.	1,250,000	.....	.....	.....	37,500	.....
1742	St. L. Merchants Brg. Term. Ry.	4,629,736 —32,225	163,221 +2,000	1,500,000	299,000 +34,000	539,904 +19,471	.....
1743	Mad., Ill. & St. L. Ry. ⁵	.....	.....	.....	.....	.....	.....
1744	St. L. Merchants Brg. Co.	3,315,430	.....	.....	.....	185,530	.....
1745	Texarkana & Shreveport R. R.	218,980 +358	11,041 +7	.....	.....	19,556 +13,139	.....
1746	Ultima T., Arkadel. & Miss. R. R. ³	.....	.....	.....	.....	.....	.....
1604	Un. Pac. Ry.: ⁷	.....	.....	.....	.....	.....	.....
1748	Denver, Leadv. & Gunnison Ry. ⁴	.....	.....	5,000	.....	183,071 +58,351	43,350 +13,554
1749	Jetn. Cy. & Ft. Kear. Ry.	2,217,549	.....	.....	.....	.....	.....
1750	Kans. Cent. R. R.	2,619,061 —49,240	(¹)	250	.....	.....	.....
1751	Sal. & S. Wn. Ry.	838,035	.....	.....	.....	9,137 +478	.....
1752	Solomon R. R.	1,705,891	.....	.....	.....	94,826 +18,371	.....
1755	Un. Pac., Denver & Gulf Ry. ⁴	307,957 +155,587	152,579 +152,579	8,120 +8,000	.....	611,112 —132,692	244,100 +77,189
1756	Un. Pac., Line. & Colo. Ry.	6,240,590	614,125	.....	.....	25,491 —8,759	.....

¹ Included in "cost of road."³ Insufficient data for this Table.⁵ No data for this Table.² Report of Receiver; no data for this Table.⁴ Report of Receiver.⁶ Report for period, November 4, 1895 to June 30, 1896.⁷ Inserted to show relation of seven roads following.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
309,509		77,800,624	25,788,925	49,006,717	1,396,918	607,975	1,000,089	1714
—40,840		+755,899		+4,501,500	—3,734,687	+70,775	—81,689	1715
		5,203,700	1,706,400	3,412,000	85,300			1716
263,027		8,279,627	4,505,309	2,342,727	640,386		791,205	1717
—17,722		—23,916			—23,916			1718
		870,696	400,000	435,000	5,849	6,525	23,322	1719
		+90			+90			1720
871		1,056,175	512,000	384,000	34,015		126,160	1721
—34		+145,251		+144,000	—7,653		+8,904	1722
		179,182	80,000		67,026		32,156	1723
		+14,650			+11,192		+3,458	1724
								1725
		9,625,297	4,510,000	4,510,000	139,167		83,798	1726
								1727
								1728
7,590		80,972	10,253		47,333		23,386	1729
+91		+23,943			+21,539		+2,404	1730
								1731
6,334		67,744,233	36,500,000	28,173,844	850,908	133,333	2,028,948	1732
—9,752		+367,648		—61,406	+172,726		+280,031	1733
		110,233	50,000	50,000	9,355		878	1734
	—249	+3,946			+7,409		+878	1735
44,998		579,777	199,800		379,977			1736
—3,460		—557			—557			1737
		75,000	75,000					1738
		889,454	350,000	425,000	44,958	6,375	62,013	1739
		—2,967			—14,011		+9,936	1740
		62,453	20,600	40,000	1,024		829	1741
								1742
		14,235,648	1,441,200	11,500,000	742,112	172,500	275,156	1743
		—322,306			—351,677		+35,014	1744
		13,109,700	7,990,000	5,000,000	119,700			1745
		1,287,500	1,250,000		37,500			1746
	891,022	8,141,355	2,939,500	3,500,000	1,504,361	43,750		1747
+99,146		+240,864			+244,153			1748
								1749
		3,500,960	1,500,000	2,000,000	960			1750
								1751
		249,577	176,000		41,979		31,598	1752
		+13,504			—3,961		+17,465	1753
								1754
								1755
		231,421			197,663		33,758	1756
	—8,265	+63,640			+29,882		+33,758	1757
1,218,261		3,435,810	1,056,100	1,141,000	1,221,022			1758
+89,201		+89,201			+89,201			1759
2,357,844		4,977,155	1,348,000	1,346,000	2,262,965	20,190		1760
+159,652		+110,412			+110,412			1761
365,087		1,212,259	288,400	540,000	373,059	10,800		1762
+31,922		+32,400			+32,400			1763
100,503		1,901,220	1,108,850	575,000	211,620	5,750		1764
+16,129		+34,500			+34,500			1765
¹ 1,600		1,360,350			947,909		390,101	1766
—4,028		+291,517			+10,869		+284,395	1767
¹ 60,835	739,327	7,680,368	2,309,800	4,380,000	686,716	54,750		1768
+3	+257,687	+248,931			+218,875			1769

¹ "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip-ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1757	White & Black Riv. Vy. Ry.	660,128	73,370	.....	.....	14,678	6,726
1758	Williamsv., Greenv. & St. L. Ry. ¹	+540	.....	.....	.....	+666	+410
1760	Aransas Harb. Term. Ry. ²	.....	.....	.....	.....	.....	.....
1349	Atch., Top. & S. Fe Ry. ³	.....	.....	.....	.....	.....	.....
1761	Gulf, Colo. & S. Fe Ry. ⁴	24,832,549	2,282,603	.....	9,600	517,949	189,156
1415	Chic., Rock I. & Pac. Ry. ⁵	+279,056	+36,821	.....	—1,447	—27,306	+41,168
1764	Chic., Rock I. & Tex. Ry.	1,843,917	.....	.....	.....	64,521	3,409
1765	De Kalb & Red Riv. R. R.	10,000	.....	.....	.....	—32,778	—971
1766	E. La. R. R. ¹	.....	.....	.....	.....	1,457	.....
1768	Ft. Wor. & Rio G. Ry.	6,034,770	.....	.....	.....	+616	.....
1770	Galv., Houston & Hend. R. R. of 1882.	+3,670	.....	.....	.....	27,419	11,512
1771	Galv., LaPorte & Houston Ry. ⁵	3,000,000	(⁴)	.....	.....	—76,067	+3,077
1773	Gulf, Beaumont & Kans. Cy. Ry. ¹	.....	.....	.....	.....	58,234	12,555
1775	Hearne & Brazos Vy. R. R.	144,767	66,200	.....	.....	+58,234	+12,555
1777	Houston E. & W. Tex. Ry. ⁶	.....	.....	.....	.....	31,224	.....
1778	Houston & Shrevept. R. R.	.....	.....	.....	.....	.....	.....
1779	Internat. & Gt. Nn. R. R.	28,669,149	(⁴)	62,500	245,000	1,999	.....
1780	Jackson R. R.	30,000	.....	+2,500	.....	+1,178	—170
1781	Kans. Cy., Watkins & Gulf Ry.	3,727,098	159,807	.....	.....	239,222	14,571
1788	Mansf. Ry. & Transp. Co.	17,000	+2,645	.....	.....	—53,919	—4,978
1790	Minden R. R.	48,916	5,500	.....	.....	1,027	.....
1691	Mo. Kans. & Tex. Ry. ⁶	.....	.....	500	.....	.....	.....
1791	Wich. Falls Ry. ¹	.....	.....	.....	.....	319,867	217,657
1792	Sherman, Shrevept. & Sn. R. R.	4,651,800	.....	.....	.....	—9,001	—26,370
1793	Natchez, Red Riv. & Tex. R. R. ⁷	.....	.....	.....	.....	69	.....
1794	Natchitoches & Red Riv. Vy. R. R. ¹	.....	.....	.....	.....	+69	.....
1795	N. O. & N. Wn. Ry. ⁵	1,271,320	65,665	.....	.....	84,689	7,337
1801	Paris, Marsh. & Sab. Pass Ry. ¹	+1,073	.....	.....	.....	—36,187	—3,001
1803	Pecos Vy. Ry.	3,166,818	(⁴)	710,200	696,000	16	.....
1804	Pecos Riv. R. R.	+50,772	.....	.....	.....	+16	.....
1805	Rio G. R. R.	1,404,823	64,698	.....	.....	7,421	.....
1806	Rio G. & Eagle Pass Ry. ¹	+65	—2,361	.....	.....	—2,261	.....
1807	Rio G. Nn. Ry. ¹	358,141	.....	.....	.....	.....	.....

¹ Insufficient data for this Table.² Report for period, January 23 to June 30, 1896. No data for this Table.³ Inserted to show relation of road following. ⁴ Included in "cost of road."⁵ Report of Receiver.⁶ Inserted to show relation of two roads following.⁷ No data for this Table.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
		774, 852	323, 000	278, 000	123, 992		49, 860	1757
		+1, 616			+6, 127		-4, 511	1758
								1760
								1349
	8, 352, 124	36, 455, 368	4, 560, 000	¹ 21, 160, 000	10, 546, 896	126, 960		1761
-84, 142	+1, 146, 248	+1, 391, 069			+1, 373, 170			1415
		1, 911, 847	7, 520	1, 365, 000	519, 690		19, 637	1764
		-33, 749			+10, 320		-44, 069	1765
		11, 457	10, 000				1, 457	1766
		+616					+616	1768
	206, 426	6, 280, 127	3, 108, 100	2, 923, 000	249, 027			1770
	-20, 689	-90, 009			-90, 009			1771
2, 673	11, 575	3, 085, 037	1, 000, 000	2, 000, 000	60, 037	25, 000		1773
+1, 832	-30, 351	+42, 270			+42, 270			1775
	18, 624	260, 815			260, 815			1777
								1778
		109, 105	52, 870		2, 627		53, 608	1779
		+1, 345			-3, 018		+4, 363	1780
	50, 505	6, 064, 298	1, 920, 000	3, 840, 000	304, 298			1781
	+50, 505	-8, 392			+10, 895		-19, 287	1788
		1, 027			1, 027			1691
19, 814		29, 633, 033	9, 755, 000	18, 230, 372	603, 547	187, 429	830, 047	1791
+2, 492		-36, 253		-112, 862	+215, 995	-1, 040	-164, 984	1792
		30, 069	30, 000				69	1793
		+69					+69	1794
	261, 835	4, 240, 766	1, 967, 400	1, 967, 400	305, 966			1795
	+61, 463	+24, 920			+24, 920			1801
		22, 516	14, 500				8, 016	1803
		+16					+16	1804
		65, 416	39, 350		5		26, 061	1805
		-2, 111					-2, 111	1806
								1807
4, 100, 000		8, 812, 372	2, 751, 800	6, 000, 000	35, 292		25, 280	1808
		-29, 891			-30, 266		+375	1809
								1810
								1811
	5, 152, 478	6, 496, 818	4, 500, 000	1, 500, 000	496, 818			1812
	+7, 220	+8, 492			+8, 492			1813
								1814
	158, 184	4, 940, 679	2, 230, 000	2, 346, 000	333, 254	29, 325		1815
	+100, 032	+231, 823			+229, 723			1816
	20, 851	1, 425, 834	691, 200	696, 000	38, 634			1817
	+20, 851	+7, 156			+21, 031		-13, 875	1818
		430, 564	255, 200	75, 000	1, 130	816	98, 418	1819
		-10, 852		-1, 726	-2, 730	+816	-7, 212	1820
								1821
								1822

¹ Excluded from Table II; covered by "funded debt" of Atch., Top. & S. Fe Ry.

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equipment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1810	St. L., Avoyelles & S. Wn. Ry. ¹						
1731	St. L., S. Wn. Ry.: ²						
1811	St. L. S. Wn. Ry. of Tex. {	15,501,271	1,655,513			213,242	69,764
		+5,318	+9,371			+45,934	—11,245
1812	Tyler S. En. Ry. {	1,136,597	109,575				
			+481				
1813	San Ant. & Aransas Pass Ry. {	23,376,731	46,222			122,948	71,945
		+152,851	+43,265			—120,743	—824
1816	Sn. Pac. Co. {			123,365,440	2,929,062	5,154,473	1,584,018
				+104,540	+307,683	—743,295	—773,068
1817	Iberia & Vermilion R. R. {	618,836				1,100	
		—3,713				—23,089	
1818	La. Wn. R. R. {	7,010,998	(³)			4,328	
		+360,330				—95,543	
1819	Morgan's La. & Tex. R. R. {	23,626,464		811,098	726,500	1,917,324	356,010
		+496,402		+29,850		+1,183,018	—2,609
1820	Austin & N. Wn. R. R. {	3,105,969				199,406	2,089
		+37,622				+6,744	—13,293
1821	Cent. Tex. & N. Wn. Ry. {	512,121	1,094			108,310	
		+7,614	+13			+28,244	—2,067
1822	Galv., Harrisb. & San Ant. Ry. {	53,506,293	(³)		355,000	910,929	238,669
		+219,636				—135,179	—83,300
1823	Gulf, Wn. Tex. & Pac. Ry. {	2,159,441	(³)			33,742	30,985
		+30,372				—93,412	+8,839
1824	Houston & Tex. Cent. R. R. {	28,265,351	30,847		26,825	559,117	265,850
		+116,363	+31,850		+26,825	—757,769	+62,991
1825	Ft. Wor. & N. O. Ry. {	1,323,576	12,985			79,935	
		+53,737				+28,243	
1826	N. Y., Tex. & Mexican Ry. {	2,436,313	(³)			14,317	6,567
		+8,904				—86,554	—1,029
1827	Tex. & N. O. R. R. {	12,726,164	(³)			1,568,909	229,430
		+306,123				—272,725	—55,947
1808	Tex. Transp. Co. ⁴						
1828	Sugar Land Ry. {	108,740	7,338			26,116	
			+858			—9,614	
1829	Teche R. R. & Sugar Co. ⁵						
1830	Tex. & Pac. Ry. {	80,532,085	(³)	6,737,575	1,801,990	783,883	409,827
		+905		+483	—1,216	—68,781	+184,036
1831	El Paso Nn. Ry. {	20,000					
1832	Tex. Cent. R. R. {	4,473,900				72,582	3,627
		—100				—11,079	+2,926
1834	Tex., La. & En. R. R. ⁶						
1835	Tex. Mexican Ry. {	4,901,155	72,726			15,802	
1836	Tex. Midl. R. R. {	1,653,104	119,031			24,441	32,703
		+108,872	+2,881			—10,777	+1,245
1837	Tex., Sab. Vy. & N. Wn. Ry. ¹						
1840	Tex. Trunk R. R. ⁷ {	160,581	1,360			6,645	890
		+6,865				—11,622	—529
1604	Un. Pac. Ry.: ⁸						
1755	Un. Pac., Denver & Gulf Ry.: ⁹						
1843	Ft. Wor. & Denver Cy. Ry. {	17,410,889	(³)	393,134	403,000	598,106	51,999
		+1,792				+48,783	—3,130
1844	Ft. Wor. & Denver Term. Ry.	400,000					
1845	Pan Handle Ry. {	515,000					

¹ Insufficient data for this Table.² Included in "cost of road."⁴ Report for eleven months ending May 31, 1896. Merged in Tex. & N. O. R. R.⁵ No data for this Table.⁷ Report of Receiver.² Inserted to show relation of two roads following.⁶ In hands of Trustee; no data for this Table.⁸ Inserted to show relation of four roads following.⁹ Inserted to show relation of three roads following.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Colg. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Colg. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
								1810
								1731
	1, 508, 641	18, 949, 200	2, 500, 000	¹ 14, 352, 749	2, 096, 151			1811
	+427, 526	+476, 243		—50, 001	+526, 184			1812
	231, 684	1, 477, 916	250, 000	² 990, 000	232, 915			1813
	+95, 183	+95, 653			+95, 367			1816
31, 304	710, 486	24, 359, 636	5, 000, 000	17, 712, 048	980, 557			1817
+4, 528	+232, 323	+311, 400		+98, 946	—430, 785			1818
³ 133, 432		139, 684, 017	120, 995, 070	⁴ 2, 644, 000	7, 936, 948	824, 282	6, 926, 673	1819
—296, 407		—1, 457, 151	+60, 900	—71, 000	—1, 513, 206	+6, 824	—12, 119	1820
	11, 514	631, 450	300, 000	322, 000	9, 450			1821
	+5, 394	—21, 408			—14, 700	—6, 708		1822
		7, 015, 326	3, 360, 000	2, 240, 000	132, 789		1, 282, 537	1823
		+264, 787			+113, 198		+151, 589	1824
		27, 437, 396	15, 000, 000	7, 745, 716	120, 221		4, 571, 459	1825
		+1, 706, 661		+1, 000, 000	+59, 436		+647, 225	1826
1, 499		3, 308, 963	1, 016, 000	1, 920, 000	107, 260		265, 703	1827
+1, 499		+32, 572			+52, 958		—20, 386	1828
		621, 525	200, 000	180, 000	29, 188	2, 700	209, 337	1829
		+33, 804			+23, 566		+9, 938	1830
⁵ 552, 840	2, 468, 846	59, 514, 392	27, 084, 400	26, 435, 840	5, 757, 602	236, 550		1831
	—160, 467	—140, 012			—140, 012			1832
	530, 501	2, 993, 260	500, 000	2, 224, 000	259, 993	9, 267		1833
	+140, 300	+71, 852			+71, 852			1834
		29, 207, 990	10, 000, 000	16, 249, 420	622, 095	109, 560	1, 067, 796	1835
		—529, 927		—14, 000	—606, 547	—175	+168, 189	1836
1, 672		1, 418, 168	300, 000	709, 000	364, 312	3, 545	41, 311	1837
+1, 672	—14, 528	+69, 124			+27, 813		+41, 311	1838
	386, 639	2, 843, 836	630, 040	1, 518, 000	680, 313	15, 483		1839
	+40, 568	—38, 111			—38, 111			1840
⁵ 73, 698		15, 404, 850	5, 000, 000	6, 201, 099	299, 063	98, 750	3, 805, 938	1841
		+113, 345		—7, 839	—120, 796		+241, 980	1842
								1843
		142, 194	142, 000				194	1844
		—8, 756					—8, 756	1845
								1846
3, 959, 790		94, 665, 795	38, 710, 900	54, 379, 704	909, 952	163, 384	414, 429	1847
—4, 397		+229		—115, 971	+221, 840		—112, 529	1848
		20, 135	20, 000				135	1849
		4, 550, 109	3, 973, 900	500, 000	28, 402		47, 807	1850
		—8, 253	—100		—1, 540		—6, 613	1851
								1852
	1, 751, 426	6, 746, 284	2, 500, 000	2, 340, 000	1, 906, 284			1853
	+186, 325	+186, 325			+186, 325			1854
	435, 721	2, 265, 000	500, 000	900, 000	865, 000			1855
	+123, 420	+225, 641			+225, 641			1856
								1857
	25, 042	194, 518			194, 518			1858
	+9, 797	+4, 511			+4, 511			1859
								1860
								1861
	637, 544	19, 508, 303	9, 375, 000	8, 336, 000	1, 753, 756	43, 547		1862
	+432, 616	+480, 261			+480, 261			1863
		400, 000	209, 000	200, 000				1864
								1865
		515, 000	290, 000	225, 000				1866

¹ Includes \$14,167,500, excluded from Table II, held by the St. L. S. Wn. Ry. and covered by an issue of its own bonds.

² Excluded from Table II, covered by an issue of the bonds of St. L. S. Wn. Ry.

³ Includes \$1,044, "sinking fund."

⁴ Not shown in Table II; apportioned "to other properties."

⁵ "Sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip-ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1846	Velasco Term. Ry.	744,667	1,215	.....	.....	150	200
		+153	.....	.....	.....	—588	.....
1847	Vicksb., Shrevept. & Pac. R. R.	9,717,344	519,748	15,800	.....	162,642	21,751
		.....	.....	+15,800	.....	—7,784	—8,821
1848	Waco & N. Wn. R. R. ¹ ..	.....	.....	.....	.....	531,349	2,249
		.....	.....	.....	.....	+88,996	—663
1849	Weatherf., Minl. Wells & N. Wn. Ry.	1,017,919	103	.....	.....	55,580	1,458
		.....	.....	.....	.....	+14,430	+271
1851	Wich. Vy. Ry.	1,812,831	(²)	.....	251,000	33,285	1,087
		+22,780	.....	.....	.....	—45,203	+508
1855	Ariz. & New Mex. Ry.	1,513,110	70,476	.....	.....	11,483	34,186
		.....	.....	.....	.....	+4,280	—1,571
1856	Ariz. & S. En. R. R.	609,668	18,661	.....	.....	104,367	4,131
		.....	.....	.....	.....	+72,037	+1,281
1349	Atch., Top. & Santa Fe Ry.: ³	.....	.....	.....	.....	.....	.....
1857	New Mex. & Ariz. R. R. {	7,003,922	.....	.....	.....	31,531	11,006
		.....	.....	.....	.....	—2,637	+9,261
1858	Sn. Cal. Ry.	25,421,450	515,874	15,332	.....	1,094,531	108,750
		+130,157	+9,086	+23	.....	+15,979	+31,462
1860	Bellingham Bay & British Col. R. R.	788,584	88,875	.....	.....	849,988	12,570
		+17,832	+18	.....	.....	+126,947	—945
1861	Bellingham Bay & En. R. R.	122,060	39,522	.....	.....	73,996	453
		+6,098	+3,095	.....	.....	+15,568	—502
1862	Belt R. R. of San Fran. ⁴ ..	.....	.....	.....	.....	.....	.....
1863	Blakely R. R. ⁴ ..	.....	.....	.....	.....	.....	.....
1866	Buckspt. & Elk Riv. R. R. ⁴	.....	.....	.....	.....	.....	.....
1867	Cal. Ry.	85,792	44,147	.....	.....	69,753	425
		+23,820	+11,106	.....	.....	+16,029	+425
1869	Cal. En. Ry. ⁴ ..	.....	.....	.....	.....	.....	.....
1870	Carson & Colo. Ry. ⁴ ..	.....	.....	.....	.....	.....	.....
1873	Cent. Wash. R. R. ⁵ ..	.....	.....	.....	.....	.....	.....
1875	Col. & Puget Sd. R. R.	1,695,944	242,984	.....	.....	288,504	19,934
		+41,847	+1,354	.....	.....	+105,961	+1,998
1876	Colusa & L. R. R.	162,223	31,846	.....	.....	.....	.....
		+383	.....	.....	.....	.....	.....
1877	Coos Bay, Roseb. & En. R. R. & Nav. Co.	625,000	.....	.....	.....	.....	.....
1878	Coronado R. R.	838,289	(²)	.....	.....	90,635	8,592
		+1,512	.....	.....	.....	+4,884	—5,256
1879	Eel Riv. & Eureka R. R. {	635,334	89,472	.....	.....	21,283	3,874
		+8,756	.....	.....	.....	+47	+812
1881	Eureka & Palisade R. R. {	1,848,206	120,758	.....	100,000	39,386	8,070
		.....	.....	.....	.....	—12,874	—785
1882	Everett & Monte Cristo Ry.	4,676,913	140,120	.....	.....	63,362	4,053
		+11,014	+265	.....	.....	+2,334	+2,555
1884	Gila Vy., Globe & Nn. Ry.	907,062	15,950	.....	.....	1,309,739	4,494
		+121,673	.....	.....	.....	+1,190,454	+4,269
1891	Ilwaco Ry. & Nav. Co.	174,475	.....	.....	.....	9,685	2,484
		+125	.....	.....	.....	+1,119	+333
1892	Indep. & Monmouth Ry. ⁴ ..	.....	.....	.....	.....	.....	.....
1896	Los Ang. & Redondo Ry. {	398,579	111,087	2,100	.....	39,747	5,698
		+29,040	+1,038	.....	.....	+18,630	+444
1897	Los Ang. Term. Ry.	4,570,211	(²)	.....	.....	23,175	11,336
		+5,475	.....	.....	.....	—8,115	+568

¹ Report of Receiver³ Inserted to show relation of two roads following.⁵ Report of Receiver for eight months ending June 30, 1896. Insufficient data for this Table.² Included in "cost of road."⁴ Insufficient data for this Table.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
80, 577		826, 809	343, 100	400, 000	77, 042	6, 667		1846
+30, 543		+30, 108			+30, 108			
¹ 15, 242	2, 191, 215	12, 643, 742	1, 601, 500	7, 767, 235	2, 643, 035	13, 230		1847
+100	+257, 609	+256, 904			+256, 904			
		533, 598			27, 336		506, 262	1848
		+88, 333			-178, 094		+266, 427	
	118, 850	1, 193, 910	500, 000	500, 000	183, 910	10, 000		1849
-88	+11, 681	+26, 294			+26, 294			
	33, 490	2, 131, 693	1, 020, 000	1, 020, 000	91, 693			1851
	+20, 492	-1, 423			-1, 423			
		2, 929, 689	1, 500, 000	1, 294, 533	6, 421	12, 945	115, 790	1855
		+80, 958			-2, 262		+83, 220	
		736, 827	400, 000		18, 142		318, 685	1856
		+73, 318			-22, 067		+95, 385	1349
307		7, 046, 766	3, 682, 000	² 3, 263, 000	34, 205		58, 922	1857
-280		+6, 344			+5, 595			
22, 719	295, 487	27, 520, 675	12, 824, 000	³ 12, 287, 635	2, 301, 440	13, 280		1858
-20, 623	+91, 842	+257, 926		-17, 369	+282, 121			
		1, 740, 017	⁴ 171, 800		861, 079		707, 138	1860
		+143, 852	+29, 700		+118, 121		-3, 969	
		236, 031	100, 000		127, 106		8, 925	1861
		+24, 259			+20, 601		+3, 658	
								1862
								1863
								1866
		200, 117	⁵ 160, 596		34, 836		4, 685	1867
		+51, 380	+23, 750		+32, 139		-4, 509	
								1869
								1870
								1873
		2, 247, 366	1, 000, 000		25, 594		1, 221, 772	1875
		+151, 160			+17, 339		+133, 821	
		194, 069	100, 500	66, 000	4, 454		23, 115	1876
		+383			+3, 764		-3, 381	
	124, 090	2, 749, 090	2, 000, 000	625, 000	117, 840	6, 250		1877
	+37, 500	+37, 500			+37, 500			
		937, 516	500, 000		113, 884		323, 632	1878
		+1, 140			-4, 545		+5, 685	
	219, 332	969, 295	480, 000	478, 000	11, 295			1879
	-19, 997	-10, 382		-10, 000	-382			
	112, 002	2, 259, 922	⁶ 1, 000, 000	1, 000, 000	259, 922			1881
	+48, 201	+34, 542			+34, 542			
	258, 222	5, 142, 670	1, 800, 000	3, 024, 000	308, 158	10, 512		1882
	+101, 975	+118, 143			+107, 631	+10, 512		
	4, 964	2, 242, 209	1, 280, 100	824, 000	131, 242	6, 867		1884
	-4, 613	+1, 311, 783	+1, 150, 000	+654, 000	-497, 667	+5, 450		
	10, 096	244, 482	117, 400	65, 000	61, 053	1, 029		1891
	+1, 556	+9, 092		+65, 000	-56, 937	+1, 029		
								1892
4, 472		614, 261	⁷ 538, 700		61, 980		9, 766	1896
+209		+49, 346			+35, 765		+9, 766	
		4, 604, 722	3, 000, 000	1, 500, 000	74, 517		30, 205	1897
		-2, 072			-2, 099		+27	

¹ Includes \$6,492, "sinking fund."

² Excluded from Table II; covered by funded debt Atch., Top. & S. Fe Ry.

³ Includes \$12,284,740, excluded from Table II, covered by funded debt of Atch., Top. & S. Fe Ry.

⁴ Amount paid by assessment. Capital stock, \$1,000,000.

⁵ Represents amount of cash realized. Capital stock, \$475,000.

⁶ Cash realized from sale of \$2,000,000 stock "outstanding."

⁷ Represents amount cash realized; also includes \$120,000, excluded from Table II, apportioned "to other properties."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

No.	1 Abbreviated name of road.	2	3	4	5	6	7
		ASSETS.					
		Cost of road.	Cost of equip- ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1898	Maricopa & Phoenix & Salt Riv. Vy. R. R. ¹						
1903	Nev.-Cal.-Oregon Ry. {	67,504	1,924			8,939	10,957
		+31,197				-11,534	-1,764
1904	Nev. Cent. R. R. {	1,500,000	(²)			4,869	3,427
						+4,870	+55
1905	Nev. Co. N. G. R. R. {	553,976	76,305			11,338	8,967
		+874				+7,382	-9,138
1906	N. Pac. Coast R. R. {	3,035,370	(²)			9,223	2,858
		-596,109				-17,491	+547
1508	Nn. Pac. R. R. : ³						
1909	Cœur d'Alene Ry. & Nav. Co. {	2,706,957	25,536			19,935	
						+19,935	
1913	Spokane & Palouse Ry. {	3,246,852				33,139	
		-232					
1917	Seattle, L. Shore & En. Ry. ⁴ {	46,968	59,633			58,294	8,147
		+31,481	+59,545			-54,726	-236
1918	Nn. Pac. Term. Co. of Ore gon. {	3,992,469	62,544			203,971	8,699
		+150,697	+26			-12,136	-3,657
1919	Ogden & Hot Spgs. Ry. ⁵						
1920	Ogden Un. Ry. & Depot Co. {	375,816				9,315	
1921	Oregon Cent. & En. R. R. ¹						
1922	Pac. Coast Ry. {	2,354,019	(²)			238,676	37,123
						-64,366	-25,480
1923	Pac. Lum. Co.'s R. R. ¹						
1924	Pac. Lum. & Wood Co.'s R. R. ¹						
1928	Port Townsend Sn. R. R. {	4,069,836	78,552	20,999		14,307	4
		-205				+403	-27
1929	Rio G. Wn. Ry. {	27,001,714	1,576,115	1,411,563	2,281,932	801,184	168,816
		+129,865			+205	+186,991	-116,550
1932	Rogue Riv. Vy. Ry. ¹						
1934	Salt L. & Los Ang. Ry.	359,159	53,150			62,732	2,000
1935	Salt L. & Mercur. R. R. ¹						
1938	San Diego, Cuyamaca & En. Ry. {	1,279,670	47,349	200		2,725	
		+2,589		+200		+305	
1939	San Diego, Pac. B. & La Jolla Ry. {	150,178	38,503			7,425	252
		+721	+320			-16,390	+252
1940	San Fran. & N. Pac. Ry. .. {	10,437,096	(²)			38,201	41,083
						-43,323	-1,369
1942	San Pete Vy. Ry.	1,020,000	(²)			823	
1944	S. Fe, Prescott & Phoenix Ry. {	15,620,839	187,161		3,000	232,027	29,506
		-40,416			+3,000	+147,549	+11,653
1945	Seashore R. R. ¹						
1946	Seattle & Nn. Ry. {	4,972,589	46,352	51,769		209,961	
		+395				-94,656	
1947	Seattle Warehouse & Term. Co. ⁶						
1949	Sierra Vys. Ry.	1,229,944	21,262			16,160	
1950	Silv. Cy. & Nn. R. R. ⁶ .. {					3,148	178
						+789	-1,336
1816	Sn. Pac. Co. : ⁷						
1952	Cal. Pac. R. R. {	19,882,093				1,330,689	
		+345,449				-159,427	
1953	Cent. Pac. R. R. {	171,311,849	(²)	5,948	236,026	1,915,045	1,329,531
		+96,876				-60,491	-186,460
1954	Northern Ry. {	24,766,777				2,137,688	
		+11,433				-124,822	

¹ Insufficient data for this Table.² Included in "cost of road."³ Inserted to show relation of three roads following.⁴ Report of Receivers.⁵ No data for this Table.⁶ Road is property of the S. Wn. Coal and Iron Co.⁷ Inserted to show relation of nine roads following.

STATISTICS OF RAILWAYS IN THE UNITED STATES. 667

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.	Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
								1898
		89,324			42,177		47,147	1903
		+17,899			+5,173		+12,726	
	64,866	1,583,073	750,000	750,000	83,073			1904
	+12,371	+17,296			+17,296			
		650,586	250,200	250,000	19,864		130,522	1905
		—882	+8,000	—6,000	—516		—2,366	
	8,543	3,055,994	1,500,000	1,498,000	57,994			1906
	—774,023	—1,387,076	—1,379,500		—7,576			
								1508
	212,655	2,965,083	1,000,000	1,238,000	212,220	20,370		1909
	+74,280	+94,215			+94,215			
	247,199	4,541,907	1,000,000	2,984,000	262,170	32,885		1913
	+78,560	+78,328			+78,560			
		173,042			2,404		145,644	1917
		+36,064			—33,633		+65,852	
16,535		7,284,218	3,000,000	3,882,000	272,571			1918
—69		+134,861		+16,000	+81,725			
								1919
		660,131	125,000	(1)	9,315			1920
								1921
2,862	153,832	2,786,512	1,370,400	1,370,000	18,712	27,400		1922
+194	+87,121	—2,531			—2,531			
								1923
								1924
	198,671	4,382,369	3,000,000	912,000	408,395			1928
	+62,729	+62,900			+62,900			
		33,317,591	16,250,000	16,000,000	656,266		295,518	1929
		+222,336			—34,690		+231,569	
								1932
	1,600	615,725	300,000	300,000	15,725			1934
								1935
	262,823	1,592,767	769,000	556,816	266,951			1938
	+24,890	+27,984		—4,982	+32,966			
		289,145	275,000		14,145			1939
	—164	—15,982			—15,982			
25,689		10,542,069	6,000,000	4,111,000	87,772		164,297	1940
—136		—44,828		—25,000	+13,142		—57,970	
	53,432	1,074,255	510,000	510,000	54,255			1942
		16,072,533	7,904,000	7,904,000	173,803	82,333	8,397	1944
		+121,786			+80,388	+39,667	+1,731	
								1945
		5,357,784	5,000,000		7,632		87,473	1946
		—93,614			+2,139		+16,576	
								1947
	2,076	1,269,442	945,000	265,000	59,442			1949
	8,868	12,194			12,194			1950
	+7,779	+7,232			+7,232			
								1816
2 75,000		21,287,782	12,000,000	6,825,500	170,055		2,217,227	1952
+25,000		+211,022			—61,189		+247,211	
4 28,076,504		202,973,636	67,275,500	87,738,680	1,984,931	278,053	2,049,147	1953
+1,434,253		+1,283,845		—141,000	+250,062	—2,118	—398,353	
2 492,410		27,396,875	12,896,000	9,907,000	47,664		3,861,889	1954
+62,000		—51,389			—17,800		—95,589	

¹ Capital stock and funded debt are in litigation, therefore no relation between Table II and Table VI.

² "Sinking fund."

³ Represents amount of cash received from sale of capital stock.

⁴ Includes \$12,281,813, "sinking fund."

TABLE VI.—GENERAL BALANCE SHEET FOR

[Showing Increase (+) or Decrease (—)]

	1	2	3	4	5	6	7
No.	Abbreviated name of road.	ASSETS.					
		Cost of road.	Cost of equip-ment.	Stocks owned.	Bonds owned.	Cash and current assets.	Materials and supplies.
		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
	Sn. Pac. Co.—Continued.						
1955	Nn. Cal. Ry	2,354,000	(¹)	.....	.....	.....	.....
1956	Oregon & Cal. R. R. {	36,375,844	(¹)	.....	783,000	9,368	.....
		+133,632	.....	.....	.....	—8,743	.....
1958	S. Pac. Coast Ry.	11,500,000	.....	.....	.....	.....	.....
1959	Sn. Pac. R. R. of Ariz. {	29,077,643	2,686,473	.....	.....	21,165	.....
		+25,356	.....	.....	.....	+21,165	.....
1960	Sn. Pac. R. R. (of Cal.) .. {	134,277,193	(¹)	.....	.....	111,578	.....
		+4,094,928	.....	.....	.....	+80,717	.....
1961	Sn. Pac. R. R. of New Mex. {	9,862,307	1,534,453	.....	.....	.....	.....
		+30,861	.....	.....	.....	.....	.....
1962	Spokane Falls & Nn. Ry. ²	.....	.....	.....	.....	.....	.....
1963	Sumpter Vy. Ry	286,986	23,050	.....	.....	.....	.....
1964	Tacoma & L. Cy. R. R. & Nav. Co. ²	.....	.....	.....	.....	.....	.....
1604	Un. Pac. Ry.: ³	.....	.....	.....	.....	.....	.....
1966	Echo & Park Cy. Ry. {	963,909	(¹)	.....	.....	68,755	.....
		.....	.....	.....	.....	+12,381	.....
1967	Oregon S. Line & Utah Nn. Ry. {	56,639,121	4,132,931	13,225,511	556,905	2,767,253	.....
		—1,603	.....	+1	.....	—4,020,015	.....
1968	Boise Cy. Ry. & Term. Co. {	.....	.....	.....	.....	108,832	.....
		.....	.....	.....	.....	+7,174	.....
1969	Oregon Ry. & Nav. Co. {	33,535,832	2,967,415	781,351	8,370,400	755,636	392,685
		.....	.....	.....	+148,000	+6,607	+2,332
	Oregon Ry. & Nav. Co. ⁴ {	.....	.....	.....	.....	1,386,717	296,660
		.....	.....	.....	.....	+194,382	—43,247
1970	Cascade R. R. ² .....	.....	.....	.....	.....	.....	.....
1971	Col. & Palouse R. R. ²	.....	.....	.....	.....	.....	.....
1972	Mill Ck. Flume & Mfg. Co. ²	.....	.....	.....	.....	.....	.....
1973	Oregon Ry. Ex. Co. {	1,360,913	151,147	.....	.....	1,188,468	.....
		.....	.....	.....	.....	+75,579	.....
1974	Walla W. & Col. Riv. R. R. ²	.....	.....	.....	.....	.....	.....
1975	Wash. & Idaho R. R. {	6,924,399	.....	201	.....	387,038	.....
		.....	.....	.....	.....	+222,375	.....
1977	United Verde & Pac. Ry. ..	600,000	(¹)	.....	.....	19,865	316
1978	Utah Cent. Ry. ⁵	35,350	46,498	.....	.....	26,762	9,794
		+2,333	+8,598	.....	.....	—2,167	—377
1980	Va. & Tuckee R. R.	3,987,251	654,825	.....	.....	103,101	158,493
1981	Visalia R. R. ⁶ .....	.....	.....	.....	.....	.....	.....
1982	Visalia & Tulare R. R. {	95,268	21,151	.....	.....	258	.....
							
1984	Wash. & Col. Riv. Ry. {	7,725,113	.....	.....	.....	75,635	26,067
		—99,637	—10,374	.....	.....	—29,476	+6,180
1985	Yreka R. R. ⁶ .....	.....	.....	.....	.....	.....	.....

¹ Included in "cost of road."² No data for this Table.³ Inserted to show relation of eleven roads following.⁴ Report of Receiver.⁵ Report of Receivers.⁶ Insufficient data for this Table.

THE YEAR ENDING JUNE 30, 1896—Continued.

as compared with June 30, 1895.]

8	9	10	11	12	13	14	15	
ASSETS.		Total assets (or liabilities), includ- ing miscel- laneous. Cols. 2+3+4+5+6+ 7+8+9+ Miscellaneous. Or Cols. 11+12+13+14+ 15+ Miscellaneous.	LIABILITIES.					No.
Sinking fund and sundries.	Profit and loss.		Capital stock.	Funded debt.	Current liabilities.	Accrued interest on funded debt not yet pay- able.	Profit and loss.	
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
		2,354,000	1,280,000	1,074,000				1955
¹ 753,610	2,771,189	40,730,642	19,000,000	19,625,000	1,736,213			1956
+707	+817,497	+943,635			+1,037,446			1958
		11,500,000	6,000,000	5,500,000				1959
² 51,015		31,836,296	19,995,000	10,000,000	1,015		1,789,266	1960
+51,015		+97,536			-103,158		+149,679	1961
² 1,627,991		138,997,064	70,006,100	52,326,500	773,332		2,580,340	1962
+83,237		+3,820,298	+1,603,200	+1,403,000	+188,725		+718,720	1963
² 552,049		11,948,809	6,888,800	4,180,000	129,256		198,703	1964
+77,271		+108,132			-34,189		+65,049	1965
	27,256	337,292	150,000	150,000	37,292			1966
								1967
								1968
								1969
								1970
								1971
								1972
								1973
								1974
								1975
								1976
								1977
								1978
								1979
								1980
								1981
								1982
								1983
								1984
								1985

¹ Includes \$52,838, "sinking fund."² "Sinking fund."³ "Sinking fund," credit item.

INDEXES.

EXPLANATORY NOTE.

It will be observed in the "Index to Railways" that following the names of railways are Roman and Arabic numerals, which refer respectively to the numbers of groups and of railways as used in Table I and all succeeding tables in this report, thus furnishing a convenient means of locating any railway on the page referred to. In "Supplement B" of Table I, pages 252 to 259, inclusive, the numbers used apply only to the roads there given, and are the numbers of the same roads appearing in the report for the year ending June 30, 1895. Some of these roads appear in Table II and following tables, with the same number printed in bold-faced type, for the purpose of presenting their statistics up to the date of a corporate change within the present year.

INDEX TO RAILWAYS.

	Page.		Page.
Abbeville and Waycross R. R. (V, 1203) ..	196,	Annapolis, Washington and Baltimore	
302, 366, 418, 452, 508, 559, 634		R. R. (II, 165) ..	134, 270, 346, 401, 442, 478, 543, 586
Abbeville Southern Ry. (V, 1304)	200,	Aransas Harbor Terminal Ry. (IX, 1760) ..	236,
304, 368, 419, 453, 510, 560, 638		326, 384, 430, 461, 526, 571, 660	
Abbotsford and Northeastern R. R. (VI,		Arcadia and Betsey River Ry. (III, 732) ..	166,
1345)	204, 308, 370, 421, 454, 512, 562, 640	286, 354, 410, 446, 494, 551, 614	
Aberdeen and Rockfish R. R. (IV, 987) ..	184,	Arcata and Mad River R. R. (X, 1854)	242
296, 360, 415, 449, 502, 556, 626		Arizona and New Mexico Ry. (X, 1855) ..	242,
Aberdeen and West End R. R. (IV, 988) ..	184,	330, 388, 432, 463, 530, 573, 664	
296, 360, 415, 449, 502, 556, 626		Arizona and Southeastern R. R. (X, 1856) ..	242,
Addison R. R. (I, 147)	132, 268, 400, 476, 542, 586	330, 388, 432, 463, 530, 573, 664	
Addison and Pennsylvania Ry. (II, 160) ..	134,	Arkansas and Choctaw Ry. (VIII, 1614) ..	226,
270, 346, 401, 442, 478, 543, 586		320, 380, 427, 459, 522, 568, 652	
Addyston and Ohio River R. R. (III, 729) ..	166,	Arkansas and Louisiana Ry. (VIII, 1718) ..	232,
286, 354, 410, 446, 494, 551, 614		322, 382, 428, 460, 524, 569, 658	
Adirondack Ry. (II, 294)	140,	Arkansas Central Ry. (VIII, 1615)	226
272, 346, 402, 442, 480, 544, 592		Arkansas Midland R. R. (VIII, 1616)	226,
Ahnapee and Western Ry. (VI, 1346)	204,	320, 380, 427, 459, 522, 568, 652	
308, 370, 421, 454, 512, 562, 640		Arkansas Southern R. R. (VIII, 1617)	226,
Akron and Chicago Junction R. R. (III,		320, 380, 427, 459, 522, 568, 652	
735)	166, 286, 410, 494, 551, 614	Arkansas Western Ry. (VIII, 1618)	226
Alabama and Vicksburg Ry. (V, 1125)	192,	Arlington R. R. (II, 348)	144
300, 364, 417, 451, 506, 558, 632		Arnot and Pine Creek R. R. (II, 329)	142
Alabama Great Southern R. R. (V, 1323) ..	202,	Aroostook River R. R. (I, 68)	128, 266, 541
304, 368, 420, 453, 510, 561, 640		Asheville and Spartanburg R. R. (IV,	
Alabama Midland Ry. (V, 1305)	200,	1101)	188, 298, 416, 504, 557, 630
304, 368, 419, 453, 510, 560, 638		Ashland Coal and Iron Ry. (V, 1129)	192,
Alabama Mineral R. R. (V, 1241)	198,	300, 364, 417, 451, 506, 558, 632	
302, 418, 508, 559, 636		Ashland, Siskiwit and Iron River Log-	
Alameda and San Joaquin R. R. (X, 1852) ..	242	ging Ry. (VI, 1348)	204
Albany and Northern Ry. (V, 1126)	192,	Ashley River R. R. (IV, 1083)	188,
300, 364, 417, 451, 506, 558, 632		298, 416, 504, 557, 630	
Albany and Susquehanna R. R. (II, 283) ..	140,	Atchison, Colorado and Pacific R. R.	
272, 402, 480, 544, 592		(VIII, 1710)	230, 322, 428, 524, 569, 656
Albany and Vermont R. R. (II, 289)	140,	Atchison, Jewell County and Western	
272, 402, 480, 544, 592		R. R. (VIII, 1711)	230, 322, 428, 524, 569, 656
Albany, Florida, and Northern Ry. (V,		Atchison, Topeka and Santa Fé R. R.	
1298)	256	(VIII, 1340)	10, 256
Albia and Centerville Ry. (VI, 1473)	212,	Atchison, Topeka and Santa Fe Ry. (VI,	
312, 374, 423, 455, 516, 564, 646		VIII, IX, X, 1349)	201, 226, 236, 242, 250, 308,
Albion River R. R. (X, 1853)	242	320, 326, 330, 336, 370, 380, 384, 388, 392, 421, 427,	
Alexander and Rich Mountain R. R.		430, 432, 434, 454, 459, 461, 463, 465, 512, 522, 526,	
(IV, 989)	184	530, 534, 562, 568, 571, 573, 575, 640, 654, 660, 664	
Alford and Sloan's Logging R. R. (V, 1127) ..	192	Athens Belt Line R. R. (V, 1152)	192,
Allegheny and Kinzua R. R. (II, 162)	134,	300, 417, 506, 558, 632	
270, 346, 401, 442, 478, 543, 586		Atlanta and Charlotte Air Line Ry. (IV,	
Allegheny Valley Ry. (II, 572)	156,	1102)	190, 298, 416, 504, 557, 630
280, 350, 406, 444, 488, 548, 606		Atlanta and West Point R. R. (V, 1130)	192,
Allentown R. R. (II, 606)	158, 280, 407, 488, 549, 608	300, 364, 417, 451, 506, 558, 632	
Allentown Terminal R. R. (II, 607)	160,	Atlanta Lumber Co.'s R. R. (V, 1131)	192
280, 407, 488, 549, 608		Atlantic and Danville Ry. (IV, 990)	184,
Alliance and Northern R. R. (III, 730)	166,	296, 360, 415, 449, 502, 556, 626	
286, 354, 410, 446, 494, 551, 614		Atlantic and North Carolina R. R. (IV, 991) ..	184,
Alloway and Quinton R. R. (II, 603)	252,	296, 360, 415, 449, 502, 556, 626	
280, 407, 488, 548, 608		Atlantic and Pacific R. R. (VIII, X, 1621) ..	226,
Altamont and Manchester R. R. (V, 1128) ..	192	242, 250, 320, 330, 336, 380, 388, 392, 427, 432, 434,	
Altoona and Philipsburg Connecting R. R.		435, 459, 463, 465, 522, 530, 534, 568, 573, 575, 654	
(II, 163)	134, 270, 346, 401, 442, 478, 543, 586	Atlantic and St. Lawrence R. R. (I, 90)	130,
Altoona, Clearfield and Northern R. R.		266, 342, 399, 441, 474, 541, 584	
(II, 164)	134	Atlantic City R. R. (II, 636)	160,
Ames and College Ry. (VI, 1347)	204,	282, 352, 408, 444, 490, 549, 610	
308, 370, 421, 454, 512, 562, 640		Atlantic Coast Line Association (IV, 992) ..	184,
Amoskeag R. R. (V, 1123)	254	296, 360, 415, 449, 502, 556, 626	
Amsterdam, Chuctanunda and Northern		Atlantic Short Line R. R. (V, 1132)	192
R. R. (II, 471)	150, 276, 404, 484, 546, 600	Atlantic, Suwannee River and Gulf Ry.	
Androscoggin R. R. (I, 35)	252	(V, 1133)	192, 300, 364, 417, 451, 506, 558, 632
Ann Arbor R. R. (III, 731)	166,	Attica, Covington and Southern R. R. (III,	
286, 354, 410, 446, 494, 551, 614		979	182

	Page.		Page.
Attleboro Branch R. R. (I, 129).....	132,	Bay City Belt Line R. R. (III, 826).....	172
268, 400, 476, 542, 586		Bay Ridge and Annapolis R. R. (II, 193)...	134,
Augusta and Savannah R. R. (V, 1153)...	192,	270, 346, 401, 442, 478, 543, 588	
300, 417, 506, 558, 632		Bear Lake and Eastern R. R. (III, 750)...	166
Augusta and Summerville R. R. (V, 1134)...	192,	Beattyville and Cumberland Gap R. R.	
300, 364, 417, 451, 506, 558, 632		(V, 1136).....	192, 300, 364, 417, 451, 506, 558, 632
Augusta Southern R. R. (V, 1135).....	192,	Beaver and Ellwood R. R. (III, 868).....	174,
300, 364, 417, 451, 506, 558, 632		290, 412, 498, 553, 620	
Au Sable and Northwestern R. R. (III,		Beaver Meadow, Tresckow and New Bos-	
733).....	166	ton R. R. (II, 229).....	136, 272, 402, 480, 544, 590
Austin and Northwestern R. R. (IX, 1820)...	238,	Bedford and Bloomfield R. R. (III, 878)...	174
326, 384, 430, 461, 526, 571, 662		Bedford and Bridgeport Ry. (II, 521).....	154,
Avon, Geneseo and Mount Morris R. R.		278, 405, 486, 547, 602	
(II, 330).....	142, 274, 403, 482, 545, 594	Bedford Belt Ry. (III, 751).....	166,
Bachman Valley R. R. of Maryland (II,		286, 354, 410, 446, 494, 551, 614	
166).....	134, 270, 346, 401, 442, 478, 543, 586	Beech Creek R. R. (II, 491).....	152,
Bald Eagle Valley R. R. (II, 520).....	154,	278, 350, 405, 444, 484, 547, 600	
278, 405, 486, 547, 602		Belfast and Moosehead Lake R. R. (I, 49)...	126,
Baltimore and Annapolis Short Line R. R.		264, 398, 474, 541, 582	
(II, 167).....	134, 270, 346, 401, 442, 478, 543, 586	Bellaire, Zanesville and Cincinnati Ry.	
Baltimore and Cumberland Valley R. R.		(III, 752).....	166, 286, 354, 410, 446, 494, 551, 614
(II, 700).....	164, 284, 408, 492, 550, 612	Bellefonte Central R. R. (II, 203).....	136
Baltimore and Cumberland Valley R. R.		Belleville and Carondelet R. R. (VI, 1463)...	210,
Extension Co. (II, 701).....	164, 284, 408, 492, 550, 612	312, 423, 516, 564, 646	
Baltimore and Cumberland Valley Ry.		Belleville and Eldorado R. R. (VI, 1464)...	210,
(II, 702).....	164, 284, 408, 492, 550, 612	312, 423, 516, 564, 646	
Baltimore and Delaware Bay R. R. (II, 168)...	134,	Belleville and Southern Illinois R. R. (VI,	
270, 346, 401, 442, 478, 543, 588		1465).....	212, 312, 423, 516, 564, 646
Baltimore and Harrisburg Ry. (II, 704)...	164,	Bellevue Valley R. R. (VIII, 1719).....	232
284, 352, 409, 445, 492, 550, 612		Bellingham Bay and British Columbia	
Baltimore and Harrisburg Ry., Eastern		R. R. (X, 1860).....	242,
Extension (II, 705).....	164	330, 388, 432, 463, 530, 573, 664	
Baltimore and Harrisburg Ry., Western		Bellingham Bay and Eastern R. R. (X,	
Extension (II, 706).....	164	1861).....	242, 330, 388, 432, 463, 530, 573, 664
Baltimore and Lehigh Ry. (II, 170).....	134,	Belt R. R. of San Francisco (X, 1862).....	242,
270, 346, 401, 442, 478, 543, 588		330, 388, 432, 463, 530, 573, 664	
Baltimore and New York R. R. (II, 172)...	134	Belt Ry. of Chattanooga (V, 1324).....	202,
Baltimore and Ohio R. R. (II, III, IV, 171)...	10,	304, 420, 510, 561, 640	
134, 166, 184, 204, 250, 270, 286, 296, 308, 336,		Belt Ry. of Chicago (VI, 1350).....	204,
346, 354, 360, 370, 392, 401, 410, 415, 421, 434,		308, 370, 421, 454, 512, 562, 640	
442, 446, 449, 454, 465, 478, 494, 502, 512,		Belva and Elk River R. R. (IV, 1009).....	254
534, 543, 551, 556, 562, 575, 588, 614, 626		Belvidere Delaware R. R. (II, 563).....	156,
Baltimore and Ohio and Chicago R. R. (III,		280, 406, 486, 548, 604	
734).....	166,	Bennington and Rutland Ry. (I, 6).....	124,
286, 410, 494, 551, 614		264, 342, 398, 440, 472, 540, 580	
Baltimore and Ohio Southwestern Ry.		Bentonville R. R. (VIII, 1637).....	226
(III, VI, 741).....	166, 204,	Bergen County R. R. (II, 331).....	142
250, 286, 308, 336, 354, 370, 392, 410, 421, 434,		Berkeley Springs and Potomac R. R. (II,	
446, 454, 465, 494, 512, 534, 551, 562, 575, 614		194).....	136, 270, 346, 401, 442, 478, 543, 588
Baltimore and Philadelphia R. R. (II,		Berkshire R. R. (I, 116)...	130, 266, 399, 476, 542, 584
173).....	134, 270, 401, 478, 543, 588	Berlin R. R. (II, 183).....	134, 270, 401, 478, 543, 588
Baltimore and Potomac R. R. (II, 587).....	158,	Berlin Branch R. R. (II, 707).....	164,
280, 407, 488, 548, 606		284, 352, 409, 445, 492, 550, 612	
Baltimore and Sparrows Point R. R. (II,		Bessemer and Southwestern Ry. (V, 1137)...	192
584).....	158	Big Falls Ry. (VI, 1351).....	204,
Baltimore Belt R. R. (II, 174).....	134,	308, 370, 421, 454, 512, 562, 640	
270, 401, 478, 543, 588		Big Level and Kinzua R. R. (III, 748).....	166,
Baltimore, Chesapeake and Atlantic Ry.		286, 410, 494, 551, 614	
(II, 197).....	136	Big Stone Gap and Powell's Valley Ry.	
Bangor and Aroostook R. R. (I, 1).....	124,	(IV, 1010).....	184
264, 342, 398, 440, 472, 540, 580		Big Stony Ry. (IV, 1011).....	184
Bangor and Katahdin Iron Works Ry. (I,		Birmingham and Atlantic R. R. (V, 1138)...	192,
3).....	124	300, 364, 417, 451, 506, 558, 632	
Bangor and Piscataquis R. R. (I, 2).....	124,	Birmingham Mineral R. R. (V, 1242).....	198,
264, 398, 472, 540, 580		302, 418, 508, 559, 636	
Bangor and Portland Ry. (II, 198).....	136,	Birmingham, Selma and New Orleans Ry.	
270, 346, 401, 442, 478, 543, 588		(V, 1139).....	192, 300, 364, 417, 451, 506, 558, 632
Barberton Belt Line R. R. (III, 749).....	166,	Birmingham, Sheffield and Tennessee	
286, 354, 410, 446, 494, 551, 614		River Ry. (V, 1134).....	254,
Barclay R. R. (I, 200).....	136,	300, 364, 417, 451, 506, 558, 632	
270, 346, 401, 442, 478, 543, 588		Black and Cache River R. R. (VIII,	
Bare Rock R. R. (II, 201).....	136,	1638).....	226
270, 346, 401, 442, 478, 543, 588		Black Hills and Fort Pierre R. R. (VII,	
Barnegat R. R. (II, 448).....	150	1586).....	222, 318, 378, 426, 458, 520, 567, 652
Barre R. R. (I, 4).....	124	Blakely R. R. (X, 1863).....	242
Barre Branch R. R. (I, 100).....	130,	330, 388, 432, 463, 530, 573, 664	
266, 399, 474, 541, 584		Blanchard R. R. (X, 1864).....	242
Bartlett and Albany R. R. (I, 5).....	124	Blanchard Extension R. R. (II, 204).....	136
Batavia and Northern R. R. (II, 205).....	252	Bloomsburg and Sullivan R. R. (II, 205)...	136,
Bath and Hammondsport R. R. (II, 202)...	136,	270, 346, 401, 442, 478, 543, 588	
270, 346, 401, 442, 478, 543, 588		Blue Island R. R. (VI, 1455).....	210,
Baton Rouge, Mobile and Ponchatoula		312, 423, 516, 564, 646	
R. R. (IX, 1762).....	236	Blue Ridge R. R. (IV, 1012).....	184,
Battle Creek and Sturgis Ry. (III, 890)...	176,	296, 360, 415, 449, 502, 556, 626	
290, 412, 498, 553, 620		Blue Ridge and Atlantic R. R. (V, 1140)...	192,
Bay City and Battle Creek Ry. (III, 891)...	176,	300, 364, 417, 451, 506, 558, 632	
290, 412, 498, 553, 620		Bodie Ry. and Lumber Co. (X, 1865).....	242

	Page.		Page.
Boise City Ry. and Terminal Co. (X, 1968) .	248,	Burlington and Lamoille Valley R. R.	
332, 433, 532, 571, 668		(I, 74)	128, 266, 399, 474, 541, 582
Bolling R. R. (V, 1141)	192	Burlington and Northwestern Ry. (VI,	
Booher Branch R. R. (II, 323)	142	1389)	206, 310, 370, 421, 454, 512, 562, 642
Boone County and Boonville Ry. (VI, 1566)	218	Burlington and Western Ry. (VI, 1390) .	206,
Boone Valley Coal and Ry. Co. (VI, 1352) .	204,	310, 370, 421, 454, 512, 562, 642	
308, 370, 421, 454, 512, 562, 640		Burlington, Cedar Rapids and Northern	
Boonville, Saint Louis and Southern Ry.		Ry. (VI, 1354) .	204, 308, 370, 421, 454, 512, 562, 640
(VIII, 1695)	230, 322, 428, 524, 569, 656	Burnside and Cumberland River Ry. (V,	
Boston and Albany R. R. (I, 7)	124,	1148)	192, 300, 364, 417, 451, 506, 558, 632
264, 342, 398, 440, 472, 540, 580		Burts R. R. (IV, 1015)	184
Boston and Lowell R. R. (I, 13)	124,	Busk Tunnel Ry. (VIII, 1623)	226,
264, 398, 472, 540, 580		320, 427, 522, 568, 654	
Boston and Maine R. R. (I, 12)	124,	Bustleton R. R. (II, 522)	154,
264, 342, 398, 440, 472, 540, 580		278, 405, 486, 547, 602	
Boston and New York Air Line R. R.		Butte, Anaconda and Pacific Ry. (VII,	
(I, 117)	130, 266, 399, 476, 542, 584	1587)	222, 318, 378, 426, 458, 520, 567, 652
Boston and Providence R. R. (I, 128) . . .	132,	Byron Branch R. R. (I, 65)	128
268, 400, 476, 542, 586		Cache Valley R. R. (VIII, 1640)	226
Boston, Revere Beach and Lynn R. R.		Cadillac and Northeastern R. R. (III, 55)	166
(I, 62)	128	Cairo R. R. (II, 225)	136, 270, 401, 478, 543, 590
Bowden Lithia Springs Short Line R. R.		Cairo and Kanawha Valley R. R. (IV, 1016)	184
(V, 1142)	192, 300, 364, 417, 451, 506, 558, 632	Calcasieu, Vernon and Shreveport R. R.	
Bowling Green R. R. (III, 772)	168	(IX, 1763)	236
Boyle and Sunflower River R. R. (V, 1143)	192	Caldwell and Northern R. R. (IV, 1017) .	184,
Boyer City and Southeastern R. R. (III,		296, 360, 415, 449, 502, 556, 626	
753)	166, 286, 354, 410, 446, 494, 551, 614	California Ry. (X, 1867)	242,
Bradford Ry. (II, 709)	164	330, 388, 432, 463, 530, 573, 664	
Bradford and Western Pennsylvania R. R.		California and Nevada R. R. (X, 1868) . . .	242
(II, 206)	136, 270, 346, 401, 442, 478, 543, 588	California Eastern Ry. (X, 1869)	242
Bradford, Bordell and Kinzua Ry. (II,		330, 388, 432, 463, 530, 573, 664	
207)	136, 270, 346, 401, 442, 478, 543, 588	California Pacific R. R. (X, 1952)	246,
Brainard and Northern Minnesota Ry.		332, 433, 532, 574, 666	
(VI, 1353)	204, 308, 370, 421, 454, 512, 562, 640	Calumet and Blue Island Ry. (VI, 1406)	208,
Branchville and Bowman R. R. (IV, 1013)	184	310, 422, 514, 563, 642	
Brattleboro and Whitehall R. R. (I, 79) .	128	Calumet River Ry. (III, 918)	178,
Breckenridge Short Line R. R. (V, 1144) .	192	290, 412, 498, 553, 622	
Brewton R. R. and Manufacturing Co. (V,		Cambria and Clearfield R. R. (II, 523) . . .	154,
1145)	192	278, 405, 486, 547, 602	
Bridgton and Saco River R. R. (I, 63) . . .	128,	Cambridge and Seaford R. R. (II, 589) . . .	158,
266, 342, 399, 440, 474, 541, 582		280, 407, 488, 548, 606	
Brigantine Beach R. R. (II, 642)	252	Camden and Atlantic R. R. (II, 574)	252,
Brighton and Boulder Branch R. R. (VII,		280, 350, 406, 444, 488, 548, 606	
1606)	224, 318, 378, 426, 458, 520, 567, 652	Camden and Burlington County R. R.	
Bristol R. R. (I, 64)	128,	(II, 564)	156, 280, 406, 486, 548, 604
266, 342, 399, 440, 474, 541, 582		Camden County R. R. (II, 638)	160,
Bristol, Elizabethton and North Carolina		282, 352, 408, 445, 490, 549, 610	
Ry. (V, 1146)	192,	Cammal and Black Forest Ry. (II, 222) . .	136,
300, 364, 417, 451, 506, 558, 632		270, 346, 401, 442, 478, 543, 590	
Brockport and Shawmut R. R. (II, 351) .	144	Campbell Hall Connecting Ry. (II, 417) . .	148
Brooklyn and Brighton Beach R. R. (II,		Canada Southern Bridge Co. (III, 892) . . .	176,
208)	136	290, 412, 498, 553, 620	
Brooklyn and Jamaica R. R. (II, 435) . . .	148	Canadian Pacific Ry. (I, 66)	128,
Brooklyn and Rockaway Beach R. R. (II,		204, 250, 266, 308, 336, 342, 370, 392, 399, 421, 434,	
209)	136	440, 454, 465, 474, 512, 534, 541, 562, 575, 582, 640	
Brownstone and Middletown R. R. (II,		Canastota Northern R. R. (II, 410)	146,
210)	136, 270, 346, 401, 442, 478, 543, 588	274, 404, 482, 545, 596	
Brownwood and Northwestern Ry. (VIII,		Cannelton R. R. (IV, 1018)	184
1639)	226, 320, 380, 427, 459, 522, 568, 654	Canton and Wooster R. R. (III, 787)	168,
Brunswick and Chillicothe R. R. (VI, 1567)	218	288, 410, 494, 551, 616	
Brunswick and Pensacola R. R. (V, 1147) .	192	Canton, Aberdeen and Nashville R. R. (V,	
Brunswick and Western R. R. (V, 1306) .	200,	1219)	196, 302, 418, 508, 559, 636
304, 368, 419, 453, 510, 560, 638		Cape Ann Granite R. R. (I, 72)	128
Buchanan and Saint Joseph River R. R.		Cape Fear and Yadkin Valley Ry. (IV,	
(III, 754)	166	1019)	184, 296, 360, 415, 449, 502, 556, 626
Bucksport and Elk River R. R. (X, 1866) .	242,	Carbon Cut Off Ry. (VII, 1607)	224,
330, 388, 432, 463, 530, 573, 664		318, 378, 426, 458, 520, 567, 652	
Buena Vista R. R. (II, 230)	136	Carbondale and Shawneetown R. R. (VI,	
Buffalo and Saint Marys R. R. (II, 211) . .	136	1468)	212, 312, 423, 516, 564, 646
Buffalo and Southwestern R. R. (II, 332) .	142	Carolina Central R. R. (IV, 1088)	188,
Buffalo and Susquehanna R. R. (II, 212) .	136,	298, 362, 416, 450, 504, 557, 630	
270, 346, 401, 442, 478, 543, 590		Carolina, Cumberland Gap and Chicago	
Buffalo, Attica and Arcade R. R. (II, 214)	136,	R. R. (IV, 1021)	184
270, 346, 401, 442, 478, 543, 590		Carolina, Knoxville and Western Ry. (IV,	
Buffalo, Bradford and Pittsburgh R. R.		1022)	184, 296, 360, 415, 449, 502, 556, 626
(II, 333)	142	Carolina Midland Ry. (IV, 1039)	186,
Buffalo Creek R. R. (II, 409)	146,	296, 360, 415, 449, 502, 556, 628	
274, 404, 482, 545, 596		Carrabelle, Tallahassee and Georgia R. R.	
Buffalo Creek Transfer R. R. (II, 215) . . .	136	(V, 1149)	192, 300, 364, 417, 451, 506, 558, 632
Buffalo Erie Basin R. R. (II, 492)	152,	Carson and Colorado Ry. (X, 1870)	242,
278, 350, 405, 444, 484, 547, 600		330, 388, 432, 463, 530, 573, 664	
Buffalo, New York and Erie R. R. (II, 335)	142	Carteret and Seward R. R. (II, 231)	136
Buffalo, Rochester and Pittsburgh Ry. (II,		Carteret Extension R. R. (II, 232)	136
216)	136, 270, 346, 401, 442, 478, 543, 590	Carthage R. R. (IV, 1023)	184,
Buffalo, Thousand Island and Portland		296, 360, 415, 449, 502, 556, 626	
R. R. (II, 481)	150	Carthage and Adirondack Ry. (II, 472) . .	150,
Bunyon Logging R. R. (IV, 1014)	184	276, 404, 484, 546, 600	

	Page.		Page.
Carthage, Watertown and Sackets Harbor R. R. (II, 485).....	150, 276, 405, 484, 546, 600	Cherry Valley, Sharon and Albany R. R. (II, 284).....	140
Cascade R. R. (X, 1970)....	248, 332, 433, 532, 574, 668	Chesapeake and Nashville Ry. (V, 1159)...	192,
Cashie and Chowan R. R. and Lumber Co. (IV, 1024).....	184	300, 364, 417, 451, 506, 558, 634	
Caspar and Hare Creek R. R. (X, 1871)....	242	Chesapeake and Ohio Ry. (IV, V, 1027) ...	186, 192,
Cassville and Western R. R. (VIII, 1641) .	226	250, 296, 300, 336, 360, 364, 392, 415, 417, 434,	
Catasauqua and Fogelsville R. R. (II, 223) 136,		449, 451, 465, 502, 506, 534, 556, 558, 575, 626	
270, 316, 401, 442, 478, 543, 590		Chesapeake and Western R. R. (IV, 1028) .	186
Catawissa R. R. (II, 608)....	160, 280, 407, 488, 549, 608	Chesapeake, Ohio and Southwestern R. R. (V, 1161)	192, 300, 364, 417, 451, 506, 558, 634
Catonsville Short Line R. R. (II, 588)	158,	Chester R. R. (II, 299)....	140, 272, 402, 480, 544, 592
280, 407, 488, 548, 606		Chester and Delaware River R. R. (II, 639) ..	162,
Catskill and Tannersville Ry. (II, 690)....	164,	282, 352, 408, 445, 490, 549, 610	
284, 408, 490, 550, 612		Chester and Lenoir Narrow Gauge R. R. (IV, 1029)	186, 296, 360, 415, 449, 502, 556, 626
Catskill Mountain Ry. (II, 224).....	136,	Chester Creek R. R. (II, 594).....	158,
270, 346, 401, 442, 478, 543, 590		280, 407, 488, 548, 606	
Cayadutta Electric R. R. (II, 374).....	146	Chester, Perryville, Sainte Genevieve and Farmington R. R. (VIII, 1642).....	226,
Cayuga and Susquehanna R. R. (II, 296) ..	140,	320, 380, 427, 459, 522, 568, 654	
272, 402, 480, 544, 592		Chestnut Hill R. R. (II, 609).....	160,
Cedar Falls and Minnesota R. R. (VI, 1451)	256, 312, 423, 516, 564, 646	280, 407, 488, 549, 608	
Cedar Rapids and Clinton Ry. (VI, 1355) .	204	Chicago and Alton R. R. (VI, 1367)....	204, 226,
Cedar Rapids, Iowa Falls and Northwest-ern Ry. (VI, 1356).....	204	250, 308, 320, 336, 370, 421, 427, 434,	
Central Arizona Ry. (X, 1872)	242	454, 512, 522, 534, 562, 568, 575, 642	
Central Branch Union Pacific R. R. (VIII, 1709)	230, 322, 382, 428, 459, 524, 569, 656	Chicago and Atchison Bridge Co. (VIII, 1643).....	226, 320, 380, 427, 459, 522, 568, 654
Central Georgia Lumber Co.'s R. R. (V, 1150)	192	Chicago and Calumet Terminal Ry. (VI, 1522)....	216, 314, 374, 424, 456, 518, 565, 648
Central Massachusetts R. R. (I, 14).....	124,	Chicago and Eastern Illinois R. R. (VI, 1373)	206, 308, 370, 421, 454, 512, 562, 642
264, 398, 472, 540, 580		Chicago and Erie R. R. (III, 818).....	170,
Central New York and Western R. R. (II, 226).....	136, 270, 346, 402, 442, 478, 543, 590	288, 356, 411, 447, 496, 552, 618	
Central of Georgia Ry. (V, 1151).....	192,	Chicago and Grand Trunk Ry. (III, 830) .	172,
300, 364, 417, 451, 506, 558, 632		288, 356, 411, 447, 496, 552, 618	
Central Ohio R. R. (III, 736).....	166,	Chicago and Illinois Southern Ry. (VI, 1377)	206, 308, 370, 421, 454, 512, 562, 642
286, 410, 494, 551, 614		Chicago and Kenosha Ry. (VI, 1407).....	208,
Central Pacific R. R. (X, 1953).....	246,	310, 422, 514, 563, 642	
332, 433, 532, 574, 666		Chicago and North Michigan R. R. (III, 760)	168
Central Pennsylvania and Western R. R. (II, 227).....	136, 270, 346, 402, 442, 478, 543, 590	Chicago and Northern Pacific R. R. (VI, 1378)	206, 308, 370, 421, 454, 512, 562, 642
Central R. R. and Banking Co. of Georgia (V, 1145) ..	10, 254, 300, 364, 417, 451, 506, 558, 632	Chicago and Northwestern Ry. (VI, 1379) .	206, 222,
Central R. R. of New Jersey (II, 228)....	136,	308, 318, 370, 378, 421, 426, 454,	
272, 346, 402, 442, 480, 544, 590		458, 512, 520, 562, 567, 642, 652	
Central R. R. of Pennsylvania (II, 264)....	138,	Chicago and South Bend R. R. (III, 757) ..	168,
272, 346, 402, 442, 480, 544, 590		286, 354, 410, 446, 494, 551, 616	
Central R. R. of South Carolina (IV, 998) .	184	Chicago and Southeastern Ry. (of Illi-nois) (VI, 1408).....	208, 310, 422, 514, 563, 644
Central Texas and Northwestern Ry. (IX, 1821)	238, 326, 384, 430, 461, 526, 571, 662	Chicago and Southeastern Ry. (of Indiana) (III, 758)	168
Central Union Depot and Ry. Co. of Cin-cinnati (III, 756)	168,	Chicago and Springfield R. R. (VI, 1456) ..	210,
286, 354, 410, 446, 494, 551, 616		312, 423, 516, 564, 646	
Central Vermont R. R. (I, 73).....	10,	Chicago and State Line R. R. (III, 866)....	174,
128, 138, 266, 272, 342, 399, 402,		290, 412, 498, 553, 620	
440, 474, 480, 541, 544, 582, 590		Chicago and Texas R. R. (VI, 1386).....	206,
Central Washington R. R. (X, 1873).....	242,	308, 370, 421, 454, 512, 562, 642	
330, 388, 432, 463, 530, 573, 664		Chicago and West Michigan Ry. (III, 759) .	168,
Centralia and Chester R. R. (VI, 1365)....	204,	286, 354, 410, 446, 494, 551, 616	
308, 370, 421, 454, 512, 562, 640		Chicago and Western Indiana R. R. (VI, 1374)	206, 308, 421, 512, 562, 642
Chambersburg and Gettysburg R. R. (II, 267)	138, 272, 346, 402, 442, 480, 544, 590	Chicago, Burlington and Kansas City Ry. (VI, 1391)....	206, 310, 370, 421, 454, 512, 562, 642
Champaign and Sidney R. R. (VI, 1568) .	218	Chicago, Burlington and Northern R. R. of Illinois (VI, 1393)	206
Charleston and Northern R. R. (IV, 989) .	254	Chicago, Burlington and Northern R. R. of Wisconsin and Minnesota (VI, 1392) .	206,
Charleston and Savannah Ry. (IV, 1082) ..	188,	310, 370, 421, 454, 512, 562, 642	
298, 362, 416, 449, 504, 557, 630		Chicago, Burlington and Quincy R. R. (VI, VII, 1387).....	206, 222,
Charleston, Clendennin and Sutton R. R. (IV, 1025)	184, 296, 360, 415, 449, 502, 556, 626	250, 310, 318, 336, 370, 378, 392, 421, 426, 434,	
Chartiers Ry. (III, 941) ..	178, 292, 413, 500, 554, 624	454, 458, 465, 512, 520, 534, 562, 567, 575, 642	
Chartiers Connecting R. R. (III, 942).....	178,	Chicago, Decorah and Minnesota Ry. (VI, 1357)	204
292, 413, 500, 554, 624		Chicago, Detroit and Canada Grand Trunk Junction Ry. (III, 833).....	172,
Chateaugay R. R. (II, 268).....	138,	288, 356, 411, 447, 496, 552, 618	
272, 346, 402, 442, 480, 544, 590		Chicago Elevated Terminal Ry. (VI, 1392) ..	256
Chateaugay Ry. (II, 269) ..	138, 272, 402, 480, 544, 590	Chicago, Fairchild and Eau Claire River R. R. (VI, 1399)	206
Chatham R. R. (I, 119)....	130, 266, 400, 476, 542, 584	Chicago, Fort Madison and Des Moines Ry. (VI, 1400)	206, 310, 370, 422, 454, 512, 563, 642
Chattanooga and Lookout Mountain Ry. (V, 1156)	192	Chicago Great Western Ry. (VI, 1401)....	208,
Chattanooga, Rome and Columbus R. R. (V, 1157)	192, 300, 364, 417, 451, 506, 558, 632	310, 370, 422, 454, 512, 563, 642	
Chattanooga Southern R. R. (V, 1158).....	192,	Chicago, Greenville and Southern Ry. (VI, 1477)	212
300, 364, 417, 451, 506, 558, 632			
Chattanooga Southern Ry. (V, 1155)	254,		
300, 364, 417, 451, 506, 558, 634			
Chattanooga Union Ry. (V, 1156)	254		
Cheraw and Chester R. R. (IV, 1026)	184		
Cheraw and Darlington R. R. (IV, 993) ..	184		
Cherry Valley R. R. (VI, 1366).....	204		

	Page.		Page.
Chicago, Hammond and Western R. R. (VI, 1402)	208	Cincinnati Southern Ry. (V, 1170)	194, 300, 417, 506, 558, 634
Chicago, Havana and Western R. R. (VI, 1457)	210, 312, 423, 516, 564, 646	Clarendon and Pittsford R. R. (I, 80)	128, 266, 342, 399, 440, 474, 541, 582
Chicago, Indiana and Eastern Ry. (III, 767)	168	Clarion River Ry. (II, 271)	138, 272, 346, 402, 442, 480, 544, 590
Chicago, Iowa and Dakota Ry. (VI, 1404) ..	208, 310, 370, 422, 454, 512, 563, 642	Clealum R. R. (X, 1908)	244
Chicago, Kalamazoo and Saginaw Ry. (III, 768)	168	Clearfield and Mahoning Ry. (II, 217) ..	136, 270, 401, 478, 543, 590
Chicago, Lake Shore and Eastern Ry. (VI, 1405)	208, 310, 370, 422, 454, 514, 563, 642	Clendennin and Spencer R. R. (IV, 1030)	186
Chicago, Madison and Northern R. R. (VI, 1458)	210, 312, 423, 516, 564, 646	Cleveland and Mahoning Valley Ry. (III, 813)	170, 288, 411, 496, 552, 618
Chicago, Milwaukee and Saint Paul Ry. (VI, 1411)	208, 310, 370, 422, 454, 514, 563, 644	Cleveland and Marietta Ry. (III, 935) ..	178, 292, 358, 413, 448, 498, 554, 622
Chicago, Paducah and Memphis R. R. (VI, 1413)	208, 310, 370, 422, 454, 514, 563, 644	Cleveland and Pittsburgh R. R. (III, 919) .	178, 290, 412, 498, 553, 622
Chicago, Peoria and Saint Louis R. R. (VI, 1414)	208, 310, 370, 422, 454, 514, 563, 644	Cleveland, Akron and Columbus Ry. (III, 784)	168, 286, 354, 410, 446, 494, 551, 616
Chicago, Peoria and Saint Louis Ry. (VI, 1400)	256, 310, 370, 422, 454, 514, 563, 644	Cleveland Belt and Terminal R. R. (III, 785)	168, 286, 354, 410, 446, 494, 551, 616
Chicago, Rock Island and Pacific Ry. (VI, VIII, 1415)	208, 228, 236, 250, 310, 320, 326, 336, 372, 380, 384, 392, 422, 427, 430, 434, 454, 459, 461, 465, 514, 522, 526, 534, 563, 568, 571, 575, 644, 660	Cleveland, Canton and Southern R. R. (III, 786)	168, 288, 354, 410, 446, 494, 551, 616
Chicago, Rock Island and Texas Ry. (IX, 1764)	236, 326, 384, 430, 461, 526, 571, 660	Cleveland, Cincinnati, Chicago and Saint Louis Ry. (III, VI, 789)	168, 208, 250, 280, 310, 336, 354, 372, 392, 411, 422, 434, 446, 455, 465, 496, 514, 534, 552, 563, 575, 616, 644
Chicago, Saint Louis and New Orleans R. R. (V, 1220)	196, 302, 418, 508, 559, 636	Cleveland, Lorain and Wheeling Ry. (III, 799)	170, 288, 354, 411, 446, 496, 552, 616
Chicago, Saint Louis and Paducah Ry. (VI, 1466)	212, 312, 423, 516, 564, 646	Cleveland Terminal and Valley R. R. (III, 742)	166, 286, 354, 410, 446, 494, 551, 614
Chicago, Saint Paul, Minneapolis and Omaha Ry. (VI, VIII, 1419)	208, 222, 250, 310, 318, 336, 372, 378, 392, 422, 426, 434, 455, 458, 465, 514, 520, 534, 563, 567, 575, 644	Cleveland, Wooster and Muskingum Val- ley R. R. (III, 738)	166
Chicago Union Transfer Ry. (VI, 1420) ..	208	Clove Branch R. R. (II, 272)	138, 272, 346, 402, 442, 480, 544, 592
Chicago, Wisconsin and Minnesota R. R. (VI, 1581)	220, 316, 425, 518, 566, 652	Cœur d'Alene Ry. and Navigation Co. (X, 1909)	244, 332, 432, 530, 573, 666
Chickamauga and Durham R. R. (V, 1167) .	194, 300, 364, 417, 451, 506, 558, 634	Coinjock R. R. (IV, 1031)	186
Chickawsaha and Jackson R. R. (V, 1168) .	194	Colchester Ry. (I, 118)	130, 266, 399, 476, 542, 584
Chino Valley R. R. (X, 1874)	242	Colebrookdale R. R. (II, 610)	160, 280, 407, 488, 549, 608
Chippewa River and Menomonee Ry. (VI, 1421)	208, 310, 372, 422, 455, 514, 563, 644	Collins and Reidsville R. R. (V, 1171) ..	194
Choctaw, Oklahoma and Gulf R. R. (VIII, 1644)	228, 320, 380, 427, 459, 522, 568, 654	Colorado Eastern R. R. (VIII, 1645)	228
Cincinnati and Dayton Ry. (III, 773)	168	Colorado Midland R. R. (VIII, 1622)	226, 320, 380, 427, 459, 522, 568, 654
Cincinnati and Kentucky Southern R. R. (V, 1168)	254	Columbia and Palouse R. R. (X, 1971) ..	248, 332, 433, 532, 574, 668
Cincinnati and Muskingum Valley Ry. (III, 934)	178, 292, 358, 413, 448, 498, 554, 622	Columbia and Port Deposit Ry. (II, 524) ..	154, 278, 405, 486, 547, 602
Cincinnati and Southern Ohio River R. R. (III, 790)	168	Columbia and Puget Sound R. R. (X, 1875) .	242, 330, 388, 432, 463, 530, 573, 664
Cincinnati and Westwood R. R. (III, 769) .	168, 286, 354, 410, 446, 494, 551, 616	Columbia, Newberry and Laurens R. R. (IV, 1005)	184, 296, 360, 415, 449, 502, 556, 626
Cincinnati, Dayton and Chicago R. R. (III, 779)	254	Columbus R. R. (V, 1172)	194
Cincinnati, Dayton and Ironton R. R. (III, 775)	254	Columbus and Cincinnati Midland R. R. (III, 739)	166, 286, 410, 494, 551, 614
Cincinnati, Georgetown and Portsmouth R. R. (III, 770)	168, 286, 354, 410, 446, 494, 551, 616	Columbus and Maysville Ry. (III, 838) ...	172
Cincinnati, Hamilton and Dayton R. R. (III, 772)	254	Columbus and Xenia R. R. (III, 945)	180, 292, 413, 500, 554, 624
Cincinnati, Hamilton and Dayton Ry. (III, 771)	168, 286, 354, 410, 446, 494, 551, 616	Columbus Connecting and Terminal R. R. (III, 913)	176, 290, 412, 498, 553, 622
Cincinnati, Hamilton and Indianapolis R. R. (III, 777)	168, 286, 354, 410, 446, 494, 551, 616	Columbus, Findlay and Northern Ry. (III, 774)	168
Cincinnati, Jackson and Mackinaw Ry. (III, 778)	168, 286, 354, 410, 446, 494, 551, 616	Columbus, Hocking Valley and Toledo Ry. (III, 800) .	170, 288, 354, 411, 446, 496, 552, 616
Cincinnati, Lebanon and Northern Ry. (III, 780)	168, 286, 354, 410, 446, 494, 551, 616	Columbus, Hope and Greensburg R. R. (III, 791)	170
Cincinnati, New Orleans and Texas Pacific Ry. (V, 1169) .	194, 300, 364, 417, 451, 506, 558, 634	Columbus, Kinkora and Springfield R. R. (II, 525)	154, 278, 405, 486, 547, 602
Cincinnati, New Richmond and Ohio River R. R. (III, 781)	168	Columbus, Lancaster and Wellston Ry. (III, 802)	170
Cincinnati Northwestern Ry. (III, 782) ...	168, 286, 354, 410, 446, 494, 551, 616	Columbus, Sandusky and Hocking R. R. (III, 803)	170, 288, 354, 411, 446, 496, 552, 616
Cincinnati, Portsmouth and Virginia R. R. (III, 783)	168, 286, 354, 410, 446, 494, 551, 616	Columbus, Sandusky and Hocking Ry. (III, 802)	254
Cincinnati, Richmond and Fort Wayne R. R. (III, 937)	178, 292, 413, 500, 554, 624	Columbus Southern Ry. (1173)	194, 300, 364, 417, 451, 506, 558, 634
Cincinnati, Saginaw and Mackinaw R. R. (III, 832)	172, 288, 356, 411, 447, 496, 552, 618	Colusa and Lake R. R. (X, 1876)	242, 330, 388, 432, 463, 530, 573, 664
		Concord and Claremont R. R. (I, 19)	124
		Concord and Montreal R. R. (I, 23)	126, 264, 398, 472, 540, 580
		Concord and Portsmouth R. R. (I, 24)	126, 264, 398, 472, 540, 580
		Conesus Lake R. R. (II, 336)	142
		Confluence and Oakland R. R. (II, 175) ...	134, 270, 401, 478, 543, 588

	Page.		Page.
Connecticut and Passumpsic Rivers R. R.		De Pue, Ladd and Eastern R. R. (VI,	
(I, 15)	124, 264, 398, 472, 540, 580	1425)	208
Connecticut River R. R. (I, 37)	126,	Dead River R. R. (VI, 1361)	204
	264, 398, 472, 540, 580	Delaware R. R. (II, 590) ..	158, 280, 407, 488, 548, 606
Connecting Ry. (II, 567) ..	156, 280, 406, 488, 548, 604	Delaware and Bound Brook R. R. (II, 613) ..	160,
Connecting Terminal R. R. (II, 273)	138,		282, 407, 488, 549, 608
	272, 346, 402, 442, 480, 544, 592	Delaware and Chesapeake Ry. (II, 591) ..	158,
Consolidated R. R. of Vermont (I, 75)	128,		280, 407, 488, 548, 606
	266, 399, 474, 541, 582	Delaware and Hudson Canal Co. (II, 282) ..	140,
Constable Hook R. R. (II, 233)	136		272, 346, 402, 442, 480, 544, 592
Cooperstown and Charlotte Valley R. R.		Delaware and Otsego R. R. (II, 687) ..	164,
(II, 274)	138, 272, 346, 402, 442, 480, 544, 592		284, 408, 490, 550, 612
Cooperstown and Susquehanna Valley		Delaware, Lackawanna and Western R. R.	
R. R. (II, 275)	140, 272, 402, 480, 544, 592	(II, 295)	140, 272, 346, 402, 442, 480, 544, 592
Coos Bay, Roseburg and Eastern R. R. and		Delaware, Maryland and Virginia R. R.	
Navigation Co. (X, 1877)	242,	(II, 592)	158, 280, 407, 488, 548, 606
	330, 388, 432, 463, 530, 573, 664	Delaware River R. R. (II, 315)	142,
Cornwall R. R. (II, 276)	140,		274, 346, 402, 442, 480, 544, 594
	272, 346, 402, 442, 480, 544, 592	Delaware River and Lancaster R. R.	
Cornwall and Lebanon R. R. (II, 277)	140,	(II, 316)	142
	272, 346, 402, 442, 480, 544, 592	Delaware River R. R. and Bridge Co.	
Coronado R. R. (X, 1878)	242,	(II, 527)	154, 278, 405, 486, 547, 602
	330, 388, 432, 463, 530, 573, 664	Delaware, Susquehanna and Schuylkill	
Coudersport and Pine Creek R. R. (II, 282) ..	252	R. R. (II, 317)	142,
Coudersport and Port Allegany R. R. (II,			274, 346, 402, 443, 480, 544, 594
278)	140, 272, 346, 402, 442, 480, 544, 592	Delta R. R. (III, 807)	170
Covington, Flemingsburg and Ashland		Denison and Suburban Ry. (IX, 1749)	258
Ry. (VI, 1174) ..	194, 300, 334, 417, 451, 506, 558, 634	Denison and Washita Valley Ry. (VIII,	
Covington Short Route Ry. Transfer Co.		1692)	230, 322, 428, 524, 569, 656
(V, 1174)	256	Dents Run R. R. (II, 319)	142
Crawford and Manistee River Ry. (III, 805) ..	170,	Denver and Rio Grande R. R. (VIII, 1649) ..	228,
	288, 354, 411, 446, 496, 552, 616		320, 380, 427, 459, 522, 568, 654
Crescent Springs Logging Ry. (VI, 1423) ..	208	Denver, Lakewood and Golden R. R.	
Cresson and Irvona R. R. (II, 526)	154,	(VIII, 1653) ..	228, 320, 380, 427, 459, 522, 568, 654
	278, 405, 486, 547, 602	Denver, Leadville and Gunnison Ry.	
Crooked Creek R. R. and Coal Co. (VI, 1424) ..	208,	(VIII, 1748) ..	234, 324, 382, 429, 460, 524, 570, 658
	310, 372, 422, 455, 514, 563, 644	Denver, Longmont and Noland Ry. (VII,	
Crown Point Iron Co.'s R. R. (II, 279)	140	1590)	222
Crystal Ry. (VIII, 1646)	228,	Denver Resort Ry. and Telegraph Co.	
	320, 380, 427, 459, 522, 568, 654	(VIII, 1634)	256
Crystal River Ry. (VIII, 1647)	228	Des Moines and Fort Dodge R. R. (VI,	
Cumberland and Maurice River R. R. (II,		1416)	208, 310, 422, 514, 563, 644
234)	136	Des Moines and Kansas City Ry. (VI,	
Cumberland and Pennsylvania R. R. (II,		1482)	212, 314, 374, 423, 456, 516, 565, 648
280)	140, 272, 346, 402, 442, 480, 544, 592	Des Moines and Saint Louis R. R. (VI,	
Cumberland River and Tennessee R. R.		1569)	218
(V, 1175)	194	Des Moines, Northern and Western R. R.	
Cumberland Valley R. R. (II, 573)	156,	(VI, 1426)	208, 310, 372, 422, 455, 514, 563, 644
	280, 350, 406, 444, 488, 548, 606	Des Moines Union Ry. (VI, 1427)	208,
Cumberland Valley and Martinsburg			310, 372, 422, 455, 514, 563, 644
R. R. (II, 574)	156, 280, 406, 488, 548, 606	Detroit and Bay City R. R. (III, 893)	176,
Current River R. R. (VIII, 1668)	228,		290, 412, 498, 553, 620
	320, 380, 427, 459, 522, 568, 654	Detroit and Chicago R. R. (III, 851)	174,
Cuyler and Woodburn R. R. (V, 1176)	194		290, 411, 496, 552, 620
Daguerahonda and Elk R. R. (II, 352)	144	Detroit and Mackinac Ry. (III, 808)	170,
Dakota Central Ry. (VI, 1380)	206		288, 354, 411, 446, 496, 552, 616
Dakota, Wyoming and Missouri River		Detroit, Delray and Dearborn R. R. (III,	
R. R. (VII, 1589)	222	894)	176
Danbury and Norwalk R. R. (I, 120)	130,	Detroit, Grand Haven and Milwaukee	
	266, 400, 476, 542, 584	Ry. (III, 834)	172,
Dansville and Mount Morris R. R. (II, 281) ..	140,		288, 356, 411, 447, 496, 552, 618
	272, 346, 402, 442, 480, 544, 592	Detroit, Hillsdale and Southwestern R. R.	
Danvers R. R. (I, 38)	126, 264, 398, 472, 540, 580	(III, 852)	174, 290, 411, 496, 552, 620
Danville and Shamokin R. R. (II, 611)	160,	Detroit, Lansing and Northern R. R. (III,	
	280, 407, 488, 549, 608	761)	10, 168, 286, 354, 410, 446, 494, 551, 616
Danville and Western Ry. (IV, 1108)	190,	Detroit, Monroe and Toledo R. R. (III,	
	298, 362, 416, 450, 504, 557, 630	853)	174, 290, 411, 496, 552, 620
Danville, Mocksville and Southwestern		Detroit Union R. R. Depot and Station Co.	
R. R. (IV, 1109)	190, 298, 416, 504, 557, 630	(III, 809)	170
Dardanelle and Russellville Ry. (VIII,			126,
1648)	228	Dexter and Newport R. R. (I, 50)	264, 398, 474, 541, 582
Darien and Western R. R. (V, 1177)	194,		264, 398, 474, 541, 582
	300, 364, 417, 451, 506, 558, 634	Dexter and Piscataquis R. R. (I, 51)	126,
Dauphin and Berks R. R. (II, 612)	160,		264, 398, 474, 541, 582
	282, 407, 488, 549, 608	Dillsburg and Mechanicsburg R. R. (II,	
Dayton and Michigan R. R. (III, 775)	168,	575)	156, 280, 406, 488, 548, 606
	286, 410, 494, 551, 616	Douglas and McDonald R. R. (V, 1179)	194
Dayton and Union R. R. (III, 795)	170,	Dover and Rockaway R. R. (II, 247)	138
	288, 354, 411, 446, 496, 552, 616	Dover and Statesboro R. R. (V, 1180)	194,
Dayton and Western R. R. (III, 946)	180,		300, 364, 417, 451, 506, 558, 634
	292, 413, 500, 554, 624	Downingtown and Lancaster R. R. (II,	
Dayton Coal and Iron Co.'s R. R. (V,		528)	154, 278, 405, 486, 547, 602
1178)	194	Drummond and Southwestern Ry. (VI,	
Dayton, Lebanon and Cincinnati R. R.		1428)	208, 310, 372, 422, 455, 514, 563, 644
(III, 806)	170, 288, 354, 411, 446, 496, 552, 616	Dry Fork R. R. (IV, 1032)	186,
De Kalb and Red River R. R. (IX, 1765) ..	236,		296, 360, 415, 449, 502, 556, 628
	326, 384, 430, 461, 526, 571, 660	Dubuque and Sioux City R. R. (VI, 1459) ..	210,
			312, 423, 516, 564, 646

	Page.		Page.
Duluth and Iron Range R. R. (VI, 1429) ..	208,	El Paso Northern Ry. (IX, 1831)	238,
310, 372, 422, 455, 514, 563, 644		328, 386, 431, 462, 528, 572, 662	
Duluth and Manitoba R. R. (VI, 1509)	214,	Elberton Air Line R. R. (V, 1317)	202,
314, 424, 518, 565, 648		304, 419, 510, 560, 640	
Duluth and Winnipeg R. R. (VI, 1430)	208,	Elgin, Joliet and Eastern Ry. (VI, 1437) ..	210,
310, 372, 422, 455, 514, 563, 644		310, 372, 422, 455, 514, 563, 644	
Duluth and Winnipeg Terminal Co. (VI,		Elizabeth Extension R. R. (II, 235)	136
1431)	208	Elkhart and Western R. R. (III, 810)	170,
Duluth Belt Line Ry. (VI, 1422)	256	288, 356, 411, 446, 496, 552, 616	
Duluth, Crookston and Northern R. R.		Elkton and Guthrie R. R. (V, 1243)	198,
(VI, 1510)	214	302, 418, 508, 559, 636	
Duluth, Missabe and Northern Ry. (VI,		Ellaville, Westlake and Jennings R. R.	
1432)	208, 310, 372, 422, 455, 514, 563, 644	(V, 1186)	194
Duluth, Mississippi River and Northern		Ellwood Connecting R. R. (III, 873)	174,
R. R. (VI, 1433)	208,	290, 356, 412, 447, 498, 553, 620	
310, 372, 422, 455, 514, 563, 644		Ellwood Short Line R. R. (III, 745)	166,
Duluth, Red Wing and Southern R. R.		286, 410, 494, 551, 614	
(VI, 1434)	208, 310, 372, 422, 455, 514, 563, 644	Elm Run Coal Co.'s R. R. (III, 811)	170
Duluth Short Line Ry. (VI, 1546)	216,	Elmira and Lake Ontario R. R. (II, 580) ...	158,
314, 424, 518, 565, 650		280, 406, 488, 548, 606	
Duluth, South Shore and Atlantic Ry.		Elmira and Williamsport R. R. (II, 581...) ..	158,
(VI, 1360)	204, 308, 370, 421, 454, 512, 562, 640	280, 406, 488, 548, 606	
Duluth Terminal Ry. (VI, 1446)	210,	Elmira, Cortland and Northern R. R. (II,	
312, 372, 423, 455, 514, 564, 646		415)	148, 276, 348, 404, 443, 482, 545, 596
Duluth Transfer Ry. (VI, 1435)	208	Elmira State Line R. R. (II, 338)	142
Duluth, Watertown and Pacific Ry. (VI,		Elsinore, Pomona and Los Angeles Ry.	
1444)	210, 312, 372, 422, 455, 514, 564, 644	(X, 1859)	242
Dunham R. R. (V, 1181)	194	Emmitsburg R. R. (II, 326)	142,
Dunkirk, Allegheny Valley and Pittsburg		274, 348, 403, 443, 480, 544, 594	
R. R. (III, 910)	176,	Emporium and Rich Valley R. R. (II, 327) ..	142,
290, 356, 412, 447, 498, 553, 622		274, 348, 403, 443, 480, 544, 594	
Durham and Northern Ry. (IV, 1092)	188,	Engelside R. R. (II, 530)	154,
298, 362, 416, 450, 504, 557, 630		278, 405, 486, 547, 602	
Dutchess County R. R. (II, 655)	162,	Englewood Connecting Ry. (III, 943)	180,
282, 408, 490, 549, 610		292, 413, 500, 554, 624	
Eagle Mills R. R. (II, 320)	142	Enterprise R. R. (II, 562)	252
Eagles Mere R. R. (II, 321)	142	Eppenger and Russell Logging R. R. (V,	
East and West R. R. (V, 1182)	194,	1187)	194
300, 364, 417, 451, 506, 558, 634		Epworth League Ry. (III, 812)	170
East Broad Top R. R. and Coal Co. (II,		Erie R. R. (II, III, 328)	142,
322)	142, 274, 348, 403, 443, 480, 544, 594	170, 250, 274, 288, 336, 348, 356, 392, 403, 411, 434,	
East Louisiana R. R. (IX, 1766)	236,	443, 447, 465, 482, 496, 534, 545, 552, 575, 594, 618	
326, 384, 430, 461, 526, 571, 660		Erie and Black Rock R. R. (II, 337)	142
East Mahanoy R. R. (II, 618)	160,	Erie and Central New York Ry. (II,	
282, 407, 488, 549, 608		367)	144
East Pennsylvania R. R. (II, 615)	160,	Erie and Kalamazoo R. R. (III, 854)	174
282, 407, 488, 549, 608		Erie and Pittsburgh R. R. (III, 920)	178,
East Saint Louis and Carondelet Ry. (VI,		292, 412, 498, 553, 622	
1561)	218, 316, 376, 425, 456, 518, 566, 650	Erie and Wyoming Valley R. R. (II, 368) ..	144,
East Saint Louis Connecting Ry. (VI,		274, 348, 403, 443, 482, 545, 594	
1436)	208, 310, 372, 422, 455, 514, 563, 644	Erie International Ry. (II, 339)	142
East Shore Terminal Co. (IV, 1033)	186,	Escambia R. R. (V, 1188)	194
296, 360, 415, 449, 502, 556, 628		Eureka and Klamath River R. R. (X, 1880) ..	242
East Tennessee and Western North Caro-		Eureka and Palisade R. R. (X, 1881)	242,
lina R. R. (V, 1184)	194,	330, 388, 432, 463, 530, 573, 664	
302, 364, 417, 451, 506, 558, 634		Eureka Springs Ry. (VIII, 1654)	228,
East Texas Transportation Co. (IX,		320, 380, 427, 459, 522, 568, 654	
1767)	236	European and North American Ry. (I, 53) ..	126,
East Trenton R. R. (II, 614)	160,	264, 398, 474, 511, 582	
282, 407, 488, 549, 608		Evansville and Indianapolis R. R. (III,	
Eastern Kentucky Ry. (V, 1185)	194,	821)	172, 288, 356, 411, 447, 496, 552, 618
302, 364, 417, 451, 506, 558, 634		Evansville and Richmond R. R. (III, 822) ..	172,
Eastern Maine Ry. (I, 52)	126,	288, 356, 411, 447, 496, 552, 618	
264, 398, 474, 541, 582		Evansville and Terre Haute R. R. (III,	
Eastern Ohio R. R. (III, 743)	166,	819)	170, 288, 356, 411, 447, 496, 552, 618
286, 354, 410, 446, 494, 551, 614		Evansville Belt Ry. (III, 820)	170-288,
Eastern R. R. in New Hampshire (I, 39) ..	126,	411, 496, 552, 618	
264, 398, 472, 540, 580		Evansville, Suburban and Newburg Ry.	
Eastern Ry. of Minnesota (VI, 1445)	210,	(III, 823)	172
312, 372, 423, 455, 514, 564, 646		Evansville, Terre Haute and Chicago Ry.	
Easton and Amboy R. R. (II, 411)	146,	(VI, 1375)	206, 308, 421, 512, 562, 642
274, 404, 482, 545, 596		Everett and Monte Cristo Ry. (X, 1882) ..	242,
Easton and Northern R. R. (I, 199)	136,	330, 388, 432, 463, 530, 573, 664	
270, 401, 478, 543, 588		Excelsior Springs R. R. (VIII, 1655)	228,
Eatonton Branch R. R. (V, 1270)	198,	320, 380, 427, 459, 522, 568, 654	
304, 419, 510, 560, 638		Fair Ground R. R. (I, 158)	132
Ebensburg and Black Lick R. R. (II, 529) ..	154,	Fair Hill R. R. (II, 531)	154, 278, 405, 486, 547, 602
278, 405, 486, 547, 602		Fairhaven and New Whatcom Ry. (X,	
Echo and Park City Ry. (X, 1966)	248,	1858)	258
332, 390, 433, 464, 532, 574, 668		Fairhaven and Southern R. R. (X, 1886) ..	242
Edgewood R. R. (II, 325)	142	Fairland, Franklin and Martinsville R. R.	
Eel River R. R. (III, 980)	182,	(III, 792)	170
294, 414, 500, 555, 626		Fairmont Belt R. R. (IV, 1006)	184
Eel River and Eureka R. R. (X, 1879)	242,	Fairmont, Morgantown and Pittsburgh	
330, 388, 432, 463, 530, 573, 664		R. R. (II, 176)	134, 270, 401, 478, 543, 588
Egypt Ry. (IV, 1072)	188,	Fall Brook Ry. (II, 369)	144,
296, 360, 415, 449, 502, 556, 628		274, 348, 403, 443, 482, 545, 594	

	Page.		Page.
Fall River R. R. (I, 130) ..	132, 268, 400, 476, 542, 586	Galveston, La Porte and Houston Ry. (IX, 1771)	236, 326, 384, 430, 461-526, 571, 660
Falls Creek R. R. (II, 372)	146, 274, 348, 403, 443, 482, 545, 594	Garnerville R. R. (II, 365)	144
Fargo and Southwestern R. R. (VI, 1511) ..	214	Genesee and Wyoming Valley Ry. (II, 378)	146, 274, 348, 403, 443, 482, 545, 594
Farmville and Powhatan R. R. (IV, 1034) ..	186, 296, 360, 415, 449, 502, 556, 628	Genesee Valley Canal R. R. (II, 710)	164
Fayette and Little Rock Ry. (VIII, 1626) ..	226	Genesee Valley Terminal R. R. (II, 711) ..	164
Fayette County R. R. (II, 184)	134	Georges Creek and Cumberland R. R. (II, 379)	146, 274, 348, 403, 443, 482, 545, 594
Findlay, Fort Wayne and Western Ry. (III, 824)	172, 288, 356, 411, 447, 496, 552, 618	Georges Valley R. R. (I, 87)	130, 266, 342, 399, 440, 474, 541, 582
Fitchburg R. R. (I, 82)	128, 266, 342, 399, 440, 474, 541, 582	Georgetown and Western R. R. (IV, 1035) ..	186, 296, 360, 415, 449, 502, 556, 628
Flint and Père Marquette R. R. (III, 825) ..	172, 288, 356, 411, 447, 496, 552, 618	Georgia R. R. (V, 1197)	194, 302, 366, 418, 452, 508, 559, 634
Florence R. R. (IV, 994)	184	Georgia and Alabama Ry. (V, 1202)	194, 302, 366, 418, 452, 508, 559, 634
Florence and Cripple Creek R. R. (VIII, 1656)	228, 320, 380, 427, 459, 522, 568, 654	Georgia, Carolina and Northern Ry. (IV, 1093)	188, 298, 362, 416, 450, 504, 557, 630
Florida Central and Peninsular R. R. (V, 1189)	194, 302, 366, 418, 451, 506, 558, 634	Georgia Marble Co.'s R. R. (V, 1205)	196
Florida East Coast Ry. (V, 1190)	194, 302, 366, 418, 451, 506, 558, 634	Georgia Midland Ry. (V, 1206)	196, 302, 366, 418, 452, 508, 559, 634
Florida Midland Ry. (V, 1191)	194	Georgia Midland and Gulf R. R. (V, 1200) ..	256
Florida Peninsular and Gulf R. R. (V, 1189) ..	256	Georgia Northern Ry. (V, 1207)	196, 302, 366, 418, 452, 508, 559, 634
Florida Southern R. R. (V, 1307)	200, 304, 368, 419, 453, 510, 560, 638	Georgia R. R. and Banking Co. (V, 1198) ..	194, 302, 418, 508, 559, 634
Fonda, Johnstown and Gloversville R. R. (II, 373)	146, 274, 348, 403, 443, 482, 545, 594	Georgia Southern and Florida R. R. (V, 1202)	256
Fordyce and Princeton R. R. (VIII, 1657) ..	228	Georgia Southern and Florida Ry. (V, 1208)	196, 302, 366, 418, 452, 508, 559, 634
Forest City and Sioux City R. R. (VI, 1438) ..	210	Gettysburg and Harrisburg Ry. (II, 640) ..	162, 282, 352, 408, 445, 490, 549, 610
Fort Bragg R. R. (X, 1883)	242	Gifford Logging R. R. (VIII, 1659)	228
Fort Payne and Eastern R. R. (V, 1192) ..	194	Gila Valley, Globe and Northern Ry. (X, 1884)	242, 330, 388, 432, 463, 530, 573, 664
Fort Scott Central Ry. (VIII, 1696)	230	Glasgow R. R. (V, 1244)	198, 302, 418, 508, 559, 636
Fort Smith and Van Buren Bridge Co. (VIII, 1627)	226, 320, 427, 522, 568, 654	Glen Haven R. R. (II, 343)	252
Fort Smith, Paris and Dardanelle R. R. (VIII, 1658)	228	Glendale Mill Co.'s R. R. (X, 1885)	242
Fort Street Union Depot Co. (III, 827)	172	Glendon and Gulf R. R. (IV, 1036)	186, 296, 360, 415, 449, 502, 556, 628
Fort Wayne and Jackson R. R. (III, 855) ..	174, 290, 411, 496, 552, 620	Glenn Springs R. R. (IV, 1037)	186, 296, 360, 415, 449, 502, 556, 628
Fort Wayne, Terre Haute and Southwest-ern R. R. (III, 828)	172	Glens Falls R. R. (II, 290) ..	140, 272, 402, 480, 544, 592
Fort White and Southern Ry. (V, 1193) ..	194, 302, 366, 418, 452, 508, 558, 634	Gloversville and Broadalbin R. R. (II, 375) ..	146
Fort Worth and Denver City Ry. (IX, 1843)	240, 328, 386, 431, 462, 528, 572, 662	Goshen and Deckertown Ry. (II, 340)	144, 274, 403, 482, 545, 594
Fort Worth and Denver Terminal Ry. (IX, 1844)	240, 328, 431, 528, 572, 662	Gouverneur and Oswegatchie R. R. (II, 473)	150, 276, 404, 484, 564, 600
Fort Worth and New Orleans Ry. (IX, 1825)	238, 328, 384, 430, 461, 526, 572, 662	Grafton and Belington R. R. (II, 177)	134
Fort Worth and Rio Grande Ry. (IX, 1768) ..	236, 326, 384, 430, 461, 526, 571, 660	Grafton and Upton R. R. (I, 88)	130, 266, 342, 399, 440, 474, 541, 582
Fountain Head R. R. (V, 1194)	194	Grand Rapids and Indiana R. R. (III, 936) ..	178, 292, 358, 413, 448, 500, 554, 622
Fox Creek R. R. (II, 377)	146	Grand Rapids, Lansing and Detroit R. R. (III, 762)	168
Franklin and Megantic R. R. (I, 85)	130, 266, 342, 399, 440, 474, 541, 582	Grand Rapids Transfer and Junction R. R. (III, 766)	168, 286, 410, 494, 551, 616
Franklin and Pittsylvania R. R. (IV, 1107) ..	190, 298, 416, 504, 557, 630	Grand River Valley R. R. (III, 896)	176, 290, 412, 498, 553, 620
Franklin and Tilton R. R. (I, 25)	126, 264, 398, 472, 540, 580	Grand Trunk Ry. (I, 89)	130, 146, 172, 266, 274, 288, 342, 348, 356, 399, 403, 411, 441, 443, 447, 474, 482, 496, 541, 545, 552, 584, 596, 618
Frederick and Charlevoix R. R. (III, 829) ..	172	Grand Trunk Junction Ry. (III, 831)	172, 288, 411, 496, 552, 618
Frederick and Pennsylvania Line R. R. (II, 533)	154, 278, 406, 486, 547, 602	Granite Hill R. R. (II, 345)	252
Freehold and Atlantic Highland R. R. (II, 236)	138	Grantsburg, Rush City and Saint Cloud R. R. (VI, 1547)	218
Freehold and Jamesburg Agricultural R. R. (II, 532)	154, 278, 406, 486, 547, 602	Grayling, Twin Lakes and Northeastern R. R. (III, 895)	176
Fremont, Elkhorn and Missouri Valley R. R. (VII, 1588)	222, 318, 378, 426, 458, 520, 567, 652	Grays Run R. R. (II, 381)	146, 274, 348, 403, 443, 482, 545, 596
Frost Shingle Co.'s R. R. (VI, 1439)	210	Great Eastern R. R. (V, 1209)	196
Fulton County Narrow Gauge Ry. (VI, 1440)	210, 312, 372, 422, 455, 514, 563, 644	Great Falls and Canada Ry. (VII, 1591) ..	222, 318, 378, 426, 458, 520, 567, 652
Gadsden and Attalla Union Ry. (V, 1195) ..	194	Great Northern Ry. (VI, VII, X, 1442) ..	210, 222, 242, 250, 312, 318, 330, 336, 372, 378, 388, 392, 422, 426, 432, 435, 455, 458, 463, 465, 514, 520, 530, 534, 564, 567, 573, 575, 644, 652
Gainesville and Gulf Ry. (V, 1196)	194, 302, 366, 418, 452, 508, 559, 634	Great Salt Lake and Hot Springs Ry. (IX, 1888)	242
Gainesville, Jefferson and Southern R. R. (V, 1199)	194, 302, 366, 418, 452, 508, 559, 634	Green Bay and Western R. R. (VI, 1448) ..	210, 312, 372, 423, 455, 514, 564, 646
Gainesville, Rocky Point and Micanopy Ry. (V, 1193)	256	Green Bay, Stevens Point and Northern R. R. (VI, 1440)	256, 312, 423, 514, 564, 646
Galesburg, Etherley and Eastern R. R. (VI, 1441)	210	Green Bay, Winona and Saint Paul R. R. (VI, 1439)	256, 312, 372, 423, 455, 514, 564, 646
Galveston and Western Ry. (IX, 1769)	236	Green Mountain R. R. (I, 97)	252
Galveston, Harrisburg and San Antonio Ry. (IX, 1822)	238, 328, 384, 430, 461, 526, 571, 662		
Galveston, Houston and Henderson R. R. of 1882 (IX, 1770)	236, 326, 384, 430, 461-526, 571, 660		

	Page.
Green Pond, Walterboro and Branchville Ry. (IV, 1084) ..	188, 298, 362, 416, 449, 504, 557, 630
Green Ridge R. R. of Maryland (II, 382) ..	146
Green River and Northern R. R. (X, 1910) ..	244
Greene R. R. (II, 297) ..	140, 272, 402, 480, 544, 592
Greenfield and Northern R. R. (VIII, 1641) ..	256
Greenlick Ry. (II, 383) ..	146, 274, 348, 403, 443, 482, 545, 596
Greenville and North Lawrence R. R. (III, 984) ..	182
Greenwich and Johnsonville Ry. (II, 384) ..	146, 274, 348, 403, 443, 482, 545, 596
Greenwood R. R. (X, 1889) ..	242
Greenwood, Anderson and Western Ry. (IV, 1038) ..	186, 296, 360, 415, 449, 502, 556, 628
Gualala River Ry. (X, 1890) ..	242
Gulf and Chicago R. R. (V, 1210) ..	196, 302, 366, 418, 452, 508, 559, 636
Gulf and Interstate Ry. (IX, 1772) ..	236
Gulf and Manitoba Ry. (VI, 1450) ..	210
Gulf and Ship Island R. R. (V, 1211) ..	196
Gulf, Beaumont and Kansas City Ry. (IX, 1773) ..	236, 326, 384, 430, 461, 526, 571, 660
Gulf, Colorado and Santa Fe Ry. (IX, 1761) ..	236, 326, 384, 430, 461, 526, 571, 660
Gulf Red Cedar Co.'s R. R. (V, 1212) ..	196
Gulf, Sabine and Red River R. R. (IX, 1774) ..	236
Gulf, Western Texas and Pacific Ry. (IX, 1823) ..	238, 328, 384, 430, 461, 526, 571, 662
Gunpowder Valley R. R. (II, 385) ..	146
Hamilton and Kingston R. R. (VIII, 1660) ..	228, 320, 380, 427, 459, 522, 568, 654
Hamilton Coal Co.'s R. R. (VIII, 1661) ..	228
Hammond and Blue Island R. R. (VI, 1403) ..	208
Hampton and Branchville R. R. (IV, 1040) ..	186
Hancock and Calumet R. R. (VI, 1363) ..	204, 308, 370, 421, 454, 512, 562, 640
Hannibal and Saint Joseph R. R. (VI, 1394) ..	206, 310, 370, 421, 454, 512, 562, 642
Hannibal Union Depot Co. (VI, 1451) ..	210, 312, 372, 423, 455, 514, 564, 646
Hanover and Newport R. R. (II, 310) ..	142, 272, 346, 402, 442, 480, 544, 594
Hanover and York R. R. (II, 534) ..	154, 278, 406, 486, 547, 602
Harlem River and Port Chester R. R. (I, 121) ..	130, 266, 400, 476, 542, 584
Harriman and Northeastern R. R. (V, 1213) ..	196, 302, 366, 418, 452, 508, 559, 636
Harriman Coal and Iron R. R. (V, 1208) ..	256
Harrisburg, Portsmouth, Mount Joy and Lancaster R. R. (II, 535) ..	154, 278, 406, 486, 547, 602
Harrison Branch R. R. (III, 793) ..	170
Hartford and Connecticut Western R. R. (II, 656) ..	162, 282, 408, 490, 549, 610
Hartwell R. R. (V, 1214) ..	196, 302, 366, 418, 452, 508, 559, 636
Harwood Branch R. R. (II, 318) ..	142
Hawkinsville and Florida Southern Ry. (V, 1215) ..	196
Hawley Branch R. R. (II, 471) ..	252
Hayt's Corners, Ovid and Willard R. R. (II, 420) ..	148, 276, 404, 482, 546, 598
Hazelhurst and Southeastern Ry. (VI, 1452) ..	210, 312, 372, 423, 455, 514, 564, 646
Hearne and Brazos Valley R. R. (IX, 1775) ..	236, 326, 384, 430, 461, 526, 571, 660
Hecla and Torch Lake R. R. (VI, 1453) ..	210
Helena and Jefferson County R. R. (VII, 1597) ..	222
Helena and Red Mountain R. R. (VII, 1598) ..	222, 318, 426, 520, 567, 652
Henderson Bridge Co. (V, 1254) ..	198, 304, 366, 418, 452, 508, 559, 636
Hendersonville and Brevard Ry. (IV, 1041) ..	186, 296, 360, 415, 449, 502, 556, 628
Hermansville and Western Ry. (VI, 1454) ..	210
Hibernia Mine R. R. (II, 237) ..	138
Hibernia Underground R. R. (II, 386) ..	146
Hickory Valley R. R. (II, 387) ..	146
High Bridge R. R. (II, 238) ..	138
Hillsboro R. R. (III, 837) ..	172
Hobart Branch R. R. (II, 688) ..	164
Hodgenville and Elizabethtown Ry. (V, 1162) ..	194, 300, 364, 417, 451, 506, 558, 634
Hoffman and Troy R. R. (IV, 1042) ..	186

	Page.
Hollins, Heflin and Sylacauga R. R. (V, 1216) ..	196
Holly River Co.'s R. R. (IV, 1043) ..	186
Holston Valley Ry. (V, 1217) ..	196
Holyoke and Westfield R. R. (I, 126) ..	132, 266, 400, 476, 542, 584
Hoosac Tunnel and Wilmington R. R. (I, 93) ..	130, 266, 342, 399, 441, 474, 541, 584
Hopatcong R. R. (II, 311) ..	142, 272, 346, 402, 442, 480, 544, 594
Hope Lumber Co.'s R. R. (IX, 1802) ..	238
Hot Springs R. R. (VIII, 1662) ..	228
Houck's Missouri and Arkansas R. R. (VIII, 1663) ..	228, 320, 380, 427, 459, 522, 568, 654
Houlton Branch R. R. (I, 69) ..	128, 266, 541
Housatonic R. R. (I, 122) ..	130, 266, 400, 476, 542, 584
Houston and Shreveport R. R. (IX, 1778) ..	236, 326, 384, 430, 461, 526, 571, 660
Houston and Texas Central R. R. (IX, 1824) ..	238, 328, 384, 430, 461, 526, 572, 662
Houston Belt and Magnolia Park Ry. (IX, 1776) ..	236
Houston, East and West Texas Ry. (IX, 1777) ..	236, 326, 384, 430, 461, 526, 571, 660
Humeston and Shenandoah R. R. (VI, 1445) ..	256, 312, 372, 423, 455, 514, 564, 646
Hunters Run and Slate Belt R. R. (II, 388) ..	146, 274, 348, 403, 443, 482, 545, 596
Huntingdon and Broad Top Mountain R. R. and Coal Co. (II, 389) ..	146, 274, 348, 403, 443, 482, 545, 596
Huntington and Big Sandy R. R. (IV, 1060) ..	186, 296, 415, 502, 556, 628
Huntsville Belt Line and Monte Sano R. R. (V, 1211) ..	256
Hutchinson and Southern R. R. (VIII, 1664) ..	228, 320, 380, 427, 459, 522, 568, 654
Iberia and Vermilion R. R. (IX, 1817) ..	238, 326, 430, 526, 571, 662
Illinois Central R. R. (V, VI, 1218) ..	196, 210, 250, 302, 312, 336, 366, 372, 392, 418, 423, 434, 452, 455, 465, 508, 516, 534, 559, 564, 575, 636, 646
Illinois Terminal R. R. (VI, 1470) ..	212, 312, 372, 423, 455, 516, 564, 646
Illinois Western R. R. (VI, 1558) ..	218
Ilwaco Ry. and Navigation Co. (X, 1891) ..	242, 330, 388, 432, 463, 530, 573, 664
Independence and Monmouth Ry. (X, 1892) ..	244, 330, 388, 432, 463, 530, 573, 664
Indian Springs and Flovilla R. R. (V, 1222) ..	196
Indiana and Lake Michigan Ry. (III, 965) ..	180, 292, 413, 500, 554, 624
Indiana Block Coal R. R. (VI, 1376) ..	206, 308, 421, 512, 562, 642
Indiana, Decatur and Western Ry. (III, VI, 839) ..	172, 212, 250, 288, 312, 336, 356, 374, 392, 411, 423, 434, 447, 455, 465, 496, 516, 534, 552, 564, 575, 618
Indiana, Illinois and Iowa R. R. (III, VI, 840) ..	172, 212, 250, 288, 312, 336, 356, 374, 392, 411, 423, 434, 447, 455, 465, 496, 516, 534, 552, 564, 575, 618
Indiana Northern Ry. (III, 841) ..	172, 288, 356, 411, 447, 496, 552, 618
Indianapolis and Vincennes R. R. (III, 921) ..	178, 292, 412, 498, 553, 622
Indianapolis Belt R. R. (III, 843) ..	172, 288, 411, 496, 552, 618
Indianapolis Union Ry. (III, 842) ..	172, 288, 356, 411, 447, 496, 552, 618
International and Great Northern R. R. (IX, 1779) ..	236, 326, 384, 430, 461, 526, 571, 660
International Ry. of Maine (I, 67) ..	128, 266, 474, 541, 582
Iola and Northern R. R. (VI, 1449) ..	210, 312, 372, 423, 455, 514, 564, 646
Iowa Central Ry. (VI, 1471) ..	212, 312, 374, 423, 455, 516, 564, 646
Iowa City and Western Ry. (VI, 1358) ..	204
Iowa Northern Ry. (VI, 1474) ..	212, 312, 374, 423, 455, 516, 564, 648
Iron Ry. (III, 844) ..	172, 288, 356, 411, 447, 496, 552, 618
Iron Range and Huron Bay R. R. (VI, 1475) ..	212
Ironton R. R. (II, 390) ..	146, 274, 348, 403, 443, 482, 545, 596

	Page.		Page.
Island R. R. (II, 391).....	146,	Kansas City and Independence Air Line	
274, 348, 403, 443, 482, 545, 596		R. R. (VIII, 1680).....	228,
Ivorydale and Mill Creek Valley Ry. (III,		322, 380, 428, 459, 522, 569, 656	
845).....	172, 288, 356, 411, 447, 496, 552, 618	Kansas City and Memphis Ry. and Bridge	
J. L. Rumberger Lumber Co.'s R. R. (IV,		Co. (VIII, 1669).....	228,
1044).....	186	320, 380, 427, 459, 522, 568, 654	
Jackson R. R. (IX, 1780).....	236,	Kansas City and Omaha R. R. (VII, 1613).....	224,
326, 384, 430, 461, 526, 571, 660		318, 378, 426, 458, 520, 567, 652	
Jackson and Cincinnati Ry. (III, 779).....	168	Kansas City and Pacific Ry. (VIII, 1693).....	230,
Jackson, Lansing and Saginaw R. R. (III,		322, 428, 524, 569, 656	
897).....	176, 290, 412, 498, 553, 620	Kansas City and Southwestern R. R.	
Jacksonville and Atlantic Ry. (V, 1223).....	196,	(VIII, 1628).....	226, 320, 427, 522, 568, 654
302, 366, 418, 452, 508, 559, 636		Kansas City and Southwestern Ry. (of	
Jacksonville, Louisville and Saint Louis		Kansas) (VIII, 1702).....	230, 322, 428, 524, 569, 656
Ry. (VI, 1476).....	212, 314, 374, 423, 455, 516, 564, 648	Kansas City and Southwestern Ry. (of	
Jacksonville, Mayport, Pablo Ry. and		Missouri) (VIII, 1701).....	230, 322, 428, 524, 569, 656
Navigation Co. (V, 1224).....	196	Kansas City, Arkansas and New Orleans	
Jacksonville, Saint Augustine and Indian		R. R. (VIII, 1665).....	228
River Ry. (V, 1219).....	256	Kansas City Belt Ry. (VIII, 1666).....	228,
Jacksonville, Tampa and Key West Ry.		320, 380, 427, 459, 522, 568, 654	
(V, 1225).....	196, 302, 366, 418, 452, 508, 559, 636	Kansas City, Clinton and Springfield Ry	
Jacksonville Terminal Co. (V, 1226).....	196,	(VIII, 1670).....	228, 320, 380, 427, 459, 522, 568, 654
302, 366, 418, 452, 508, 559, 636		Kansas City, Fort Scott and Memphis	
Jacoby Creek R. R. (X, 1893).....	244	R. R. (VIII, 1667).....	196, 228,
James River Valley R. R. (VI, 1512).....	214,	302, 320, 366, 380, 418, 427, 452,	
314, 424, 518, 565, 648		459, 508, 522, 559, 568, 636, 654	
Jamestown and Franklin R. R. (III, 856).....	174,	Kansas City, Fort Smith and Southern	
290, 412, 496, 553, 620		Ry. (VIII, 1675).....	228
Jamestown and Lake Erie Ry. (III, 846).....	172,	Kansas City, Lawrence and Wichita R. R.	
288, 356, 411, 447, 496, 552, 618		(VIII, 1712).....	230, 322, 428, 524, 569, 656
Jamestown and Northern R. R. (VI, 1513).....	214	Kansas City, Memphis and Birmingham	
Jamestown and Northern Extension R. R.		R. R. (V, 1228).....	196,
(VI, 1514).....	214	302, 366, 418, 452, 508, 559, 636	
Jamesville and Washington R. R. (IV,		Kansas City Northwestern R. R. (VIII,	
1039).....	254	1671).....	228, 322, 380, 428, 459, 522, 568, 656
Jefferson R. R. (II, 341).....	144	Kansas City, Osceola and Southern Ry.	
Jellico, Bird Eye and Northern Ry. (V,		(VIII, 1673).....	228, 322, 380, 428, 459, 522, 569, 656
1227).....	196	Kansas City, Pittsburg and Gulf R. R.	
Johnsonburg R. R. (II, 536).....	154,	(VIII, 1674).....	228, 322, 380, 428, 459, 522, 569, 656
278, 406, 436, 547, 602		Kansas City, Saint Joseph and Council	
Johnsonburg and Bradford R. R. (II, 218).....	136,	Bluffs R. R. (VI, 1396).....	206,
270, 401, 478, 543, 590		310, 370, 421, 454, 512, 563, 642	
Johnstown, Gloversville and Kingsboro		Kansas City, Saint Louis and Chicago	
Horse R. R. (II, 376).....	146	R. R. (VI, VIII, 1369).....	204, 226,
Joliet and Blue Island Ry. (VI, 1409).....	208,	250, 308, 320, 336, 421, 427, 434,	
310, 422, 514, 563, 644		512, 522, 534, 562, 568, 575, 642	
Joliet and Chicago R. R. (VI, 1368).....	204,	Kansas City, Shreveport and Gulf Ry.	
308, 421, 512, 562, 642		(VIII, 1677).....	228
Joliet and Northern Indiana R. R. (III,		Kansas City Suburban Belt R. R. (VIII,	
898).....	176, 290, 412, 498, 553, 620	1678).....	228, 322, 380, 428, 459, 522, 569, 656
Jones Mountain R. R. (II, 392).....	146	Kansas City, Watkins and Gulf Ry. (IX,	
Joplin and Western Ry. (VIII, 1697).....	230	1781).....	236, 326, 384, 430, 461, 526, 571, 660
Junction R. R. (of Philadelphia) (II, 578).....	158,	Kansas Midland Ry. (VIII, 1629).....	226,
280, 350, 406, 444, 488, 548, 606		320, 427, 522, 568, 654	
Junction City and Fort Kearney Ry.		Kansas Southwestern Ry. (VIII, 1703).....	230,
(VIII, 1749).....	234, 324, 382, 429, 460, 524, 570, 658	322, 428, 524, 569, 656	
Juniper Swamp R. R. (IV, 1045).....	186	Kearney and Black Hills Ry. (VII, 1608).....	224,
Jupiter and Lake Worth R. R. (V, 1221).....	256	318, 378, 426, 458, 520, 567, 652	
Kaaterskill R. R. (II, 689).....	164,	Kearney and Sheridan R. R. (VIII,	
284, 352, 408, 445, 490, 550, 612		1662).....	258
Kalamazoo and South Haven R. R. (III,		Keesville, Ausable Chasm and Lake Cham-	
899).....	176, 290, 412, 498, 553, 622	plain R. R. (II, 394).....	146,
Kalamazoo and White Pigeon R. R. (III,		274, 348, 403, 443, 482, 545, 596	
857).....	174, 290, 412, 496, 553, 620	Keithsburg Bridge Co. (VI, 1472).....	212,
Kalamazoo, Allegan and Grand Rapids		312, 423, 516, 564, 646	
R. R. (III, 858).....	174, 290, 412, 496, 553, 620	Kellys Creek R. R. (IV, 1047).....	186
Kanawha and Coal River Ry. (IV, 1046).....	186	Kendall and Eldred R. R. (II, 712).....	164
Kanawha and Michigan Ry. (III, IV, 971).....	180, 190,	Kennebec Central R. R. (I, 94).....	130,
250, 292, 298, 336, 358, 362, 392, 413, 416, 434,		266, 342, 399, 441, 474, 541, 584	
448, 450, 465, 500, 504, 534, 554, 557, 575, 626		Kennebunk and Kennebunkport R. R.	
Kankakee and Seneca Ry. (VI, 1422).....	208,	(I, 41).....	126, 264, 398, 472, 540, 580
310, 372, 422, 455, 514, 563, 644		Kensington and Tacony R. R. (II, 537).....	154,
Kankakee and Southwestern R. R. (VI,		278, 406, 486, 547, 602	
1460).....	210, 312, 423, 516, 564, 646	Kentucky and Indiana Bridge Co. (V,	
Kanona and Prattsburg R. R. (II, 393).....	146,	1229).....	196, 302, 366, 418, 452, 508, 559, 636
274, 348, 403, 443, 482, 545, 596		Kentucky Midland Ry. (V, 1231).....	196
Kanopolis and Kansas Central Ry. (VIII,		Kentucky Northern Ry. (V, 1232).....	196,
1698).....	230, 322, 428, 524, 569, 656	302, 366, 418, 452, 508, 559, 636	
Kansas and Arkansas Valley Ry. (VIII,		Keokuk and Des Moines Ry. (VI, 1417).....	208,
1715).....	232, 322, 428, 524, 569, 658	310, 422, 514, 563, 644	
Kansas and Colorado Pacific Ry. (VIII,		Keokuk and Hamilton Bridge Co. (VI,	
1699).....	230, 322, 428, 524, 569, 656	1480).....	212, 314, 374, 423, 455, 516, 564, 648
Kansas Central R. R. (VIII, 1750).....	234,	Keokuk and Western R. R. (VI, 1481).....	212,
324, 382, 429, 460, 524, 570, 658		314, 374, 423, 456, 516, 565, 648	
Kansas City and Atlantic R. R. (VI, 1479).....	212,	Ketner, Saint Marys and Shawmut R. R.	
314, 374, 423, 455, 516, 564, 648		(II, 395).....	146, 274, 348, 403, 443, 482, 545, 596
Kansas City and Beatrice Ry. (VIII, 1672).....	228,	Kewaunee, Green Bay and Western R. R.	
322, 380, 428, 459, 522, 568, 656		(VI, 1483).....	212, 314, 374, 423, 456, 516, 565, 648

	Page.		Page.
Keystone R. R. (II, 396)	146,	Leavenworth, Topeka and Southwestern	
274, 348, 403, 443, 482, 545, 596		Ry. (VIII, 1681)	228,
Kickapoo R. R. (IX, 1782)	236	322, 380, 428, 459, 524, 569, 656	
Kickapoo Valley and Northern Ry. (VI,		Lebanon Springs R. R. (II, 403)	146,
1484)	212, 314, 374, 423, 456, 516, 565, 648	274, 348, 403, 443, 482, 545, 596	
Kildare and Linden R. R. (IX, 1783)	236	Lehigh and Hudson River Ry. (II, 404)	146,
Kilkenny Lumber Co.'s R. R. (I, 26)	126	274, 348, 403, 443, 482, 545, 596	
Kinderhook and Hudson Ry. (II, 397)	146	Lehigh and Lackawanna R. R. (II, 241)	138,
Kinderhook and Hudson Ry. Co. (II, 362)	252,	272, 402, 480, 544, 590	
274, 348, 403, 443, 482, 545, 596		Lehigh and New England R. R. (II, 416)	148,
Kingfield and Dead River R. R. (I, 86)	130,	276, 404, 482, 545, 596	
266, 399, 474, 541, 582		Lehigh and New York R. R. (II, 418)	148,
Kinzua Ry. (II, 713)	164	276, 404, 482, 546, 596	
Kinzua Creek and Kane R. R. (II, 398) ..	146	Lehigh and Pavilion R. R. (II, 407)	146,
Kinzua Hemlock R. R. (II, 463)	150,	274, 348, 403, 443, 482, 545, 596	
276, 404, 484, 546, 598		Lehigh and Susquehanna R. R. (II, 243) ..	138,
Kinzua Valley R. R. (II, 719)	164,	272, 402, 480, 544, 590	
284, 352, 409, 445, 492, 550, 614		Lehigh Valley R. R. (II, 408)	146,
Kishacoquillas Valley R. R. (II, 399)	146,	274, 348, 404, 443, 482, 545, 596	
274, 348, 403, 443, 482, 545, 596		Lehigh Valley Ry. (II, 419)	148,
Knox and Lincoln Ry. (I, 54)	128,	276, 404, 482, 546, 598	
264, 398, 474, 541, 582		Lehigh Valley Terminal Ry. (II, 412)	146,
Knoxville and Ohio R. R. (V, 1318)	202,	274, 404, 482, 545, 596	
304, 419, 510, 560, 640		Lewisburg and Tyrone R. R. (II, 538)	154,
Knoxville, Cumberland Gap and Louis-		278, 406, 486, 547, 602	
ville R. R. (V, 1228)	256,	Lewiston and Auburn Ry. (I, 92)	130,
306, 368, 420, 453, 510, 561, 640		266, 342, 399, 441, 474, 541, 584	
Knoxville, Cumberland Gap and Louis-		Lexington and Eastern Ry. (V, 1236)	196,
ville Ry. (V, 1325)	202,	302, 366, 418, 452, 508, 559, 636	
306, 368, 420, 453, 510, 561, 640		Lexington Terminal R. R. (V, 1237)	196
Kymulga and Coosa River R. R. (V,		Ligonier Valley R. R. (II, 429)	148,
1233)	196	276, 348, 404, 443, 484, 546, 598	
La Salle and Bureau County R. R. (VI,		Lima and Honeoye Falls R. R. (II, 430)	148
1488)	212, 314, 374, 424, 456, 516, 565, 648	Lima Northern Ry. (III 875)	174
Lackawanna and Montrose R. R. (II, 312) ..	142,	Lime Rock R. R. (I, 95)	130,
272, 346, 402, 442, 480, 544, 594		266, 342, 399, 441, 474, 541, 584	
Lafayette R. R. (II, 239)	138	Lincoln Park and Charlotte R. R. (II, 219) ..	136
Lafayette Ry. (V, 1234)	196	Litchfield, Carrollton and Western Ry.	
Lafayette Union Ry. (III, 981)	182,	(VI, 1489)	212, 314, 374, 424, 456, 516, 565, 648
294, 414, 500, 555, 626		Little Book Cliff Ry. (VIII, 1682)	230
Lake Champlain and Moriah R. R. (II,		Little Falls and Dakota R. R. (VI, 1515) ..	214
400)	146, 274, 348, 403, 443, 482, 545, 596	Little Falls and Dolgeville R. R. (II, 431) ..	148,
Lake Charles and Leesville R. R. (IX,		276, 348, 404, 443, 484, 546, 593	
1784)	236	Little Falls and Southern R. R. (VI, 1516) ..	214
Lake Erie and Western R. R. (III, 847) ..	172,	314, 424, 518, 565, 648	
288, 356, 411, 447, 496, 552, 618		Little Miami R. R. (III, 944)	180,
Lake Erie, Alliance and Southern Ry.		292, 413, 500, 554, 624	
(III, 849)	172, 290, 356, 411, 447, 496, 552, 618	Little Rock and Fort Smith Ry. (VIII,	
Lake Hopatcong R. R. (II, 240)	138	1716)	232, 322, 428, 524, 569, 658
Lake Michigan and Northern R. R. (VI,		Little Rock and Memphis R. R. (VIII,	
1485)	212	1683)	230, 322, 380, 428, 459, 524, 569, 656
Lake Shore R. R. (I, 27)	126	Little Rock and Texas Ry. (VIII, 1630) ..	226
Lake Shore and Michigan Southern Ry.		Little Rock, Hot Springs and Texas Ry.	
(III, 850)	172, 290, 356, 411, 447, 496, 552, 620	(VIII, 1684)	230
Lake Superior Terminal and Transfer Ry.		Little Rock Junction Ry. (VIII, 1717)	232,
(VI, 1487)	212, 314, 374, 423, 456, 516, 565, 648	322, 428, 524, 569, 658	
Lake Superior and Ishpeming Ry. (VI,		Little Saw Mill Run R. R. (II, 432)	148,
1486)	212	276, 348, 404, 443, 484, 546, 598	
Lake Tahoe Narrow Gauge R. R. (X, 1894) ..	244	Little Schuylkill Navigation R. R. and Coal	
Lake Valley R. R. (X, 1895)	244	Co. (II, 617)	160, 282, 407, 488, 549, 608
Lakeside and Marblehead R. R. (III, 874) ..	174,	Live Oak and Gulf Ry. (V, 1238)	196,
290, 356, 412, 447, 498, 553, 620		302, 366, 418, 452, 508, 559, 636	
Lancaster and Hamden Ry. (III, 864)	254	Livonia and Lake Conesus R. R. (II, 433) ..	148,
Lancaster and Reading Narrow Gauge		276, 348, 404, 443, 484, 546, 598	
R. R. (II, 401)	146, 274, 348, 403, 443, 482, 545, 596	Lockport and Buffalo Ry. (II, 361)	144
Lancaster, Cecil and Southern R. R. (II,		Lodi Branch R. R. (II, 503)	152
178)	134	Long Branch and Sea Shore R. R. (II, 245) ..	138
Lancaster, Oxford and Southern R. R. (II,		Long Dock Co. (II, 342)	144
402)	146, 274, 348, 403, 443, 482, 545, 596	Long Island R. R. (II, 434)	148,
Langhorne and Bristol R. R. (II, 616)	160,	276, 404, 484, 546, 598	
282, 407, 488, 549, 608		Long Island R. R., North Shore Branch	
Lansing Transit Ry. (III, 900)	176	(II, 436)	148
Laramie, North Park and Pacific R. R. and		Longwood Valley R. R. (II, 246)	138
Telegraph Co. (VII, 1605)	224,	Lookout Incline Ry. (V, 1239)	196,
318, 426, 520, 567, 652		302, 366, 418, 452, 508, 559, 636	
Laurel Fork and Sand Hill R. R. (IV, 1048) ..	186	Los Angeles and Redondo Ry. (X, 1896) ..	244,
Laurel River and Hot Springs R. R. (IV,		310, 388, 432, 463, 530, 573, 664	
1049)	186	Los Angeles Terminal Ry. (X, 1897)	244,
Laurens Ry. (IV, 1103)	254,	330, 388, 432, 463, 530, 573, 664	
298, 362, 416, 450, 504, 557, 630		Louisburg R. R. (IV, 1091)	188
Lawrence and Emporia Ry. (VIII, 1713) ..	232,	Louisiana and Arkansas R. R. (VIII, 1685) ..	230
322, 428, 524, 569, 656		Louisiana and Missouri River R. R. (VI,	
Lawrenceville Branch R. R. (V, 1235)	196	1370)	206, 308, 421, 512, 562, 642
Le Roy and Caney Valley Air Line R. R.		Louisiana and Northwest R. R. (IX, 1785) ..	236
(VIII, 1704)	230, 322, 428, 524, 569, 656	Louisiana and Pike County R. R. (VI,	
Leavenworth Terminal Ry. and Bridge Co.		1570)	218, 316, 425, 518, 566, 650
(VI, 1397)	206, 310, 421, 512, 563, 642	Louisiana Central R. R. (IX, 1786)	236

	Page.		Page.
Louisiana Nickel Plate R. R. (IX, 1787) ..	236	Mapleton and Rocky Ridge Ry. (II, 449) ..	150
Louisiana Western R. R. (IX, 1818)	238,	Marginal R. R. (III, 922)	178
	326, 430, 526, 571, 662	Maricopa and Phoenix R. R. (X, 1875)	258
Louisville and Jefferson Bridge Co. (III,		Maricopa and Phoenix and Salt River Val-	
796)	170	ley R. R. (X, 1898)	244,
Louisville and Nashville R. R. (V, VI, 1240) 198, 212,			330, 388, 432, 463, 530, 573, 666
250, 302, 314, 336, 366, 374, 392, 418, 424, 434,		Marietta and North Georgia Ry. (V, 1265)	198,
452, 456, 465, 508, 516, 534, 559, 565, 575, 636			304, 368, 419, 452, 510, 560, 638
Louisville and Saint Louis Ry. (VI, 1478) ..	212	Marietta, Hocking and Northern Ry. (III,	
Louisville and Wadley R. R. (V, 1259)	198	887)	176
Louisville Bridge Co. (V, 1260)	198,	Marine Ry. (II, 442)	148
	304, 366, 419, 452, 508, 560, 638	Marinette, Tomahawk and Western Ry.	
Louisville, Evansville and Saint Louis		(VI, 1492)	212, 314, 374, 424, 456, 516, 565, 648
Consolidated R. R. (III, 876)	174,	Marshall, Timpson and Sabine R. R. (IX,	
	290, 356, 412, 447, 498, 553, 620	1789)	236
Louisville, Henderson and Saint Louis Ry.		Marshfield and Southeastern Ry. (VI,	
(V, 1261)	198, 304, 366, 419, 452, 508, 560, 638	1493)	212, 314, 374, 424, 456, 516, 565, 648
Louisville, New Albany and Chicago Ry.		Martha's Vineyard R. R. (I, 96)	130
(III, 877)	174, 290, 356, 412, 447, 498, 553, 620	Martins Creek Ry. of New Jersey (II, 563)	
Louisville, New Albany and Corydon			252
R. R. (III, 880) 174, 290, 356, 412, 447, 498, 553, 620		Martins Creek Ry. of Pennsylvania (II,	
Louisville, Saint Louis and Texas Ry. (V,		564)	252
1256)	256	Mary Lee Coal and Ry. Co. (V, 1266)	198
Lowell and Andover R. R. (I, 42)	126,	Mason and Oceana R. R. (III, 888)	176,
	264, 398, 472, 540, 580		290, 356, 412, 447, 498, 553, 620
Lowell and Hastings R. R. (III, 881)	174,	Mason City and Fort Dodge R. R. (VI,	
	290, 356, 412, 447, 498, 553, 620	1494)	212, 314, 374, 424, 456, 516, 565, 648
Loyalsock R. R. (II, 421)	148,	Massillon R. R. (III, 788)	168
	276, 404, 482, 546, 598	Massillon and Cleveland R. R. (III, 924) ..	178,
Lutherville and Colony Mountain R. R.			292, 413, 498, 553, 622
(VIII, 1666)	258	Mattoon Ry. (VI, 1495)	212
Lykens Valley R. R. and Coal Co. (II, 582) ..	158,	McKean and Buffalo R. R. (II, 714)	164
	280, 406, 488, 548, 606	McKeesport Connecting R. R. (II, 450) ..	150,
Lynchburg and Durham R. R. (IV, 1055) ..	186,		276, 348, 404, 443, 484, 546, 598
	296, 415, 502, 556, 628	Meadville, Conneaut Lake and Linesville	
Macon and Birmingham R. R. (V, 1203)	256,	R. R. (III, 957)	180, 292, 413, 500, 554, 624
	304, 366, 419, 452, 510, 560, 638	Medix Run R. R. (II, 451)	150,
Macon and Birmingham Ry. (V, 1262)	198,		276, 348, 404, 443, 484, 546, 598
	304, 368, 419, 452, 510, 560, 638	Memphis and Binghamton Belt Ry. (V,	
Macon and Northern Ry. (V, 1257)	256,	1261)	256
	304, 368, 419, 452, 510, 560, 638	Memphis and Charleston R. R. (V, 1267) ..	198,
Macon, Dublin and Savannah R. R. (V,			304, 368, 419, 452, 510, 560, 638
1263)	198, 304, 368, 419, 452, 510, 560, 638	Meriden, Waterbury and Connecticut	
Macopin R. R. (II, 504)	152	River R. R. (I, 97)	130, 266, 399, 474, 541, 584
Mad River and Humboldt R. R. (X, 1874) ..	258	Metropolitan Southern R. R. (II, 179)	134,
Madison, Alton and Chicago Ry. (VI, 1490) ..	212		270, 401, 478, 543, 588
Madison, Illinois and Saint Louis Ry.		Michigan Air Line R. R. (III, 901)	176,
(VIII, 1743)	232, 324, 429, 524, 570, 658		290, 412, 498, 553, 622
Mahoning Coal R. R. (III, 859)	174,	Michigan Air Line Ry. (III, 835)	172,
	290, 412, 496, 553, 620		288, 356, 411, 447, 496, 552, 618
Mahoning State Line R. R. (III, 869)	174,	Michigan Central R. R. (III, 889)	176,
	290, 412, 498, 553, 620		290, 356, 412, 447, 498, 553, 620
Mahoning Valley R. R. (II, 220)	136,	Michigan Midland and Canada R. R. (III,	
	270, 346, 401, 442, 478, 543, 590	902)	176, 290, 412, 498, 553, 622
Mahopac Falls R. R. (II, 478)	150,	Middle and East Tennessee Central Ry.	
	276, 404, 484, 546, 600	(V, 1268)	198
Maine Central R. R. (I, 48)	126,	Middle Georgia and Atlantic Ry. (V, 1269)	
	264, 342, 398, 440, 474, 541, 582		304, 368, 419, 452, 510, 560, 638
Malone and Saint Lawrence Ry. (II, 456) ..	252	Middle Tennessee and Alabama Ry. (V,	
Mammoth Cave R. R. (V, 1264)	198,	1271)	198
	304, 368, 419, 452, 510, 560, 638	Middleburg and Schoharie R. R. (II, 452) ..	150
Manahawkin and Long Beach Transporta-		Middlesborough R. R. (V, 1272)	198
tion Co. (II, 447)	150,	Middlesborough Belt R. R. (V, 1267)	256
	276, 348, 404, 443, 484, 546, 598	Middlesex Valley R. R. (II, 422)	148,
Mancelona and Northwestern R. R. (III,			276, 348, 404, 443, 484, 546, 598
882)	174	Middletown and Cincinnati R. R. (III, 906)	
Manchester and Augusta R. R. (IV, 995) ..	184		290, 356, 412, 447, 498, 553, 622
Manchester and Keene R. R. (I, 43)	126	Middletown and Crawford R. R. (II, 343) ..	144
Manchester and Lawrence R. R. (I, 44)	126,	Middletown and Hummelstown R. R. (II,	
	264, 398, 472, 540, 580	641)	162, 282, 352, 408, 445, 490, 549, 610
Manchester and North Weare R. R. (I, 28) ..	126	Middletown, Unionville and Water Gap	
Manhattan, Alma and Burlingame Ry.		R. R. (II, 505)	152
(VIII, 1624) .. 226, 320, 380, 427, 459, 522, 568, 654		Midland and Northern Ry. (III, 907)	176
Manistee and Grand Rapids R. R. (III,		Midland Terminal Ry. (VIII, 1687)	230,
883)	174, 290, 356, 412, 447, 498, 553, 620		322, 380, 428, 459, 524, 569, 656
Manistee and Luther R. R. (III, 884)	176	Midville, Swainsboro and Red Bluff R. R.	
Manistee and Northeastern R. R. (III,		(V, 1273)	198
885)	176, 290, 356, 412, 447, 498, 553, 620	Mifflin and Centre County R. R. (II, 539) ..	154,
Manistique Ry. (VI, 1491)	212,		278, 406, 486, 547, 602
	314, 374, 424, 456, 516, 565, 648	Milford and Woonsocket R. R. (I, 107)	130,
Manitou and Pikes Peak Ry. (VIII, 1686) ..	230,		266, 399, 474, 541, 584
	322, 380, 428, 459, 524, 569, 656	Milford, Franklin and Providence R. R.	
Mansfield Ry. and Transportation Co. (IX,		(I, 108)	130, 266, 399, 474, 541, 584
1788)	236, 326, 384, 430, 461, 526, 571, 660	Mill Creek and Mine Hill Navigation and	
Manufacturers' R. R. (II, 248)	138	R. R. Co. (II, 619)	160, 282, 407, 484, 549, 608
Manufacturers' Ry. (III, 886)	176	Mill Creek Flume and Manufacturing Co.	
Manufacturers' Extension R. R. (II, 249) ..	138	(X, 1972)	248, 332, 433, 532, 574, 668
		Millen and Southern Ry. (V, 1274)	198

	Page.
Millersburg, Ashland and Greenwich R. R. (III, 908).....	176
Millstone and New Brunswick R. R. (II, 540).....	154, 278, 406, 486, 547, 602
Milton and Sutherlin R. R. (IV, 1050).....	186
Milwaukee and Lake Winnebago R. R. (VI, 1583).....	220, 316, 425, 518, 566, 652
Milwaukee and Superior Ry. (VI, 1496).....	212, 314, 374, 424, 456, 516, 565, 648
Milwaukee, Bay View and Chicago R. R. (VI, 1410).....	208, 310, 422, 514, 563, 644
Minden R. R. (IX, 1790).....	236, 326, 384, 430, 461, 526, 571, 660
Mine Hill and Schuylkill Haven R. R. (II, 620).....	160, 282, 407, 488, 549, 608
Mineral Range R. R. (VI, 1362).....	204, 308, 370, 421, 454, 512, 562, 640
Minneapolis and Saint Louis R. R. (VI, 1497).....	214, 314, 374, 424, 456, 516, 565, 648
Minneapolis Eastern Ry. (VI, 1499).....	214, 314, 374, 424, 456, 516, 565, 648
Minneapolis, New Ulm and Southwestern R. R. (VI, 1500).....	214
Minneapolis, Saint Paul and Sault Sainte Marie Ry. (VI, 1364).....	204, 308, 370, 421, 454, 512, 562, 640
Minneapolis Union Ry. (VI, 1501).....	214, 314, 374, 424, 456, 516, 565, 648
Minnesota and Southeastern Ry. (VI, 1502).....	214
Minnesota and Wisconsin Ry. (VI, 1503).....	214
Minnesota Belt Line Ry. and Transfer Co. (VI, 1504).....	214
Missisquoi Valley R. R. (I, 76).....	128
Mississippi and Little Rock Ry. (VIII, 1688).....	230
Mississippi River and Bonne Terre Ry. (VIII, 1689).....	230, 322, 380, 428, 459, 524, 569, 656
Mississippi River and Northwestern Ry. (VIII, 1690).....	230
Mississippi River Bridge Co. (VI, 1371).....	206
Missouri, Kansas and Eastern Ry. (VIII, 1675).....	258, 322, 428, 524, 569, 656
Missouri, Kansas and Texas Ry. (VIII, IX, 1691).....	230, 236, 250, 322, 326, 336, 382, 384, 392, 428, 430, 435, 459, 461, 465, 524, 526, 534, 569, 571, 575, 656, 660
Missouri Pacific Ry. (VIII, 1694).....	222, 230, 318, 322, 382, 426, 428, 459, 520, 524, 567, 569, 652, 656
Missouri Southern R. R. (VIII, 1722).....	232
Missouri Southeastern Ry. (VIII, 1721).....	232
Mobile and Birmingham R. R. (V, 1275).....	200, 304, 368, 419, 453, 510, 560, 638
Mobile and Birmingham Ry. (V, 1270).....	256
Mobile and Girard R. R. (V, 1147).....	254, 300, 364, 417, 451, 506, 558, 632
Mobile and Montgomery Ry. (V, 1245).....	198, 302, 418, 508, 559, 636
Mobile and Ohio R. R. (V, VI, 1276).....	200, 214, 250, 304, 314, 368, 374, 392, 419, 424, 434, 453, 456, 465, 510, 516, 534, 560, 565, 638, 648
Mobile and Spring Hill R. R. (V, 1277).....	200
Mohawk and Malone Ry. (II, 474).....	150, 276, 404, 484, 546, 600
Monocacy Valley R. R. (II, 454).....	150
Monongahela Connecting R. R. (II, 455).....	150, 276, 348, 404, 443, 484, 546, 598
Monongahela River R. R. (II, 456).....	150, 276, 350, 404, 443, 484, 546, 598
Monson R. R. (I, 98).....	130, 266, 342, 399, 441, 474, 541, 584
Mont Alto R. R. (II, 577).....	158, 280, 350, 406, 444, 488, 548, 606
Montana Ry. (VII, 1610).....	224
Montana Central Ry. (VII, 1592).....	222, 318, 378, 426, 458, 520, 567, 652
Montana Union Ry. (VII, 1609).....	224, 318, 378, 426, 458, 520, 567, 652
Montauk Extension R. R. (II, 437).....	148
Montgomery and Erie Ry. (II, 344).....	144, 274, 403, 482, 545, 594
Montgomery and Eufaula Ry. (V, 1148).....	254, 300, 364, 417, 451, 506, 558, 632

	Page.
Montgomery and Western R. R. (VIII, 1723).....	232
Montgomery Terminal Ry. (V, 1204).....	196
Montour R. R. (II, 457).....	150, 276, 350, 404, 443, 484, 546, 598
Montpelier and Wells River R. R. (I, 99).....	130, 266, 342, 399, 441, 474, 541, 584
Montpelier and White River R. R. (I, 77).....	128
Montreal and Atlantic Ry. (I, 70).....	128, 266, 342, 399, 440, 474, 541, 582
Montrose Ry. (II, 458).....	150, 276, 350, 404, 443, 484, 546, 598
Moore County R. R. (IV, 1051).....	186, 296, 360, 415, 449, 502, 556, 628
Moosic Mountain and Carbondale R. R. (II, 345).....	144
Morgan's Louisiana and Texas R. R. and Steamship Co. (IX, 1819).....	238, 326, 430, 526, 571, 662
Morris and Essex R. R. (II, 298).....	140, 272, 402, 480, 544, 592
Morris and Essex Extension R. R. (II, 300).....	140, 272, 402, 480, 544, 592
Morris County R. R. (II, 459).....	150
Morristown and Cumberland Gap R. R. (V, 1278).....	200, 304, 368, 419, 453, 510, 560, 638
Moshassuck Valley R. R. (I, 101).....	130, 266, 342, 399, 441, 474, 541, 584
Mosher and McDonald Logging R. R. (X, 1899).....	244
Moss Point and Pascagoula R. R. (V, 1279).....	200, 304, 368, 419, 453, 510, 560, 638
Mound City Ry. (VI, 1455).....	256
Mount Carbon and Port Carbon R. R. (II, 621).....	160, 282, 407, 490, 549, 608
Mount Carmel and Natalie R. R. (II, 622).....	160, 282, 407, 490, 549, 608
Mount Gilead Short Line Ry. (III, 797).....	170, 288, 354, 411, 446, 496, 552, 616
Mount Holly, Lumberton and Medford R. R. (II, 565).....	156, 280, 406, 488, 548, 604
Mount Hope Mineral R. R. (II, 460).....	150, 276, 350, 404, 444, 484, 546, 598
Mount Jewett and Smethport R. R. (II, 461).....	150, 276, 350, 404, 444, 484, 546, 598
Mount Jewett, Kinzua and Riterville R. R. (II, 462).....	150, 276, 350, 404, 444, 484, 546, 598
Mount McGregor R. R. (II, 464).....	150, 276, 350, 404, 444, 484, 546, 598
Mount Penn Gravity R. R. (II, 465).....	150, 276, 350, 404, 444, 484, 546, 598
Mount Pleasant and Broad Ford R. R. (II, 185).....	134, 270, 401, 478, 543, 588
Mount Washington Ry. (I, 102).....	130
Munising Ry. (VI, 1506).....	214, 314, 374, 424, 456, 516, 565, 648
Murfreesboro R. R. (IV, 1086).....	188
Muskegon, Grand Rapids and Indiana R. R. (III, 938).....	178, 292, 413, 500, 554, 624
Muskingum County Ry. (III, 753).....	254
Musquito and Coal Creek R. R. (X, 1900).....	244
Nantasket Beach R. R. (I, 131).....	132
Nantucket Central R. R. (I, 103).....	130
Narragansett Pier R. R. (I, 104).....	130, 266, 342, 399, 441, 474, 541, 584
Nashua and Lowell R. R. (I, 16).....	124, 264, 398, 472, 540, 580
Nashua, Acton and Boston R. R. (I, 29).....	126, 264, 398, 472, 540, 580
Nashville and Decatur R. R. (V, 1246).....	198, 302, 418, 508, 559, 636
Nashville and Knoxville R. R. (V, 1280).....	200, 304, 368, 419, 453, 510, 560, 638
Nashville, Chattanooga and Saint Louis Ry. (V, 1255).....	198, 304, 366, 419, 452, 508, 559, 636
Nashville, Florence and Sheffield Ry. (V, 1247).....	198, 302, 418, 508, 559, 636
Nashville, Tellico and Charleston Ry. (V, 1281).....	200
Natchez, Red River and Texas R. R. (IX, 1793).....	236, 326, 384, 430, 461, 526, 571, 660
Natchitoches and Red River Valley Ry. (IX, 1794).....	236, 326, 384, 430, 461, 526, 571, 660
National City and Otay Ry. (X, 1901).....	244
National Docks Ry. (II, 466).....	150, 276, 350, 404, 444, 484, 546, 600

	Page.		Page.
Naugatuck R. R. (I, 123).....	130,	New York Central Niagara River R. R.	
266, 400, 476, 542, 584		(II, 479).....	150, 276, 405, 484, 546, 600
Navarro R. R. (X, 1902).....	244	New York, Chicago and Saint Louis R. R.	
Navesink R. R. (II, 250).....	138	(III, 865).....	174, 290, 356, 412, 447, 498, 553, 620
Nebraska Southern Ry. (VIII, 1593).....	222	New York, Lackawanna and Western	
Nescopee R. R. (II, 541)....	154, 278, 406, 486, 547, 604	Ry. (II, 302).....	140, 272, 402, 480, 544, 592
Nesquehoning Valley R. R. (II, 251).....	138,	New York, Lake Erie and Western R. R.	
272, 402, 480, 544, 590		(II, III, 459).....	10,
Nevada and Minden Ry. (VIII, 1705).....	230	252, 278, 350, 356, 392, 405, 412, 434,	
Nevada-California-Oregon Ry. (X, 1903) ..	244,	444, 447, 465, 484, 498, 534, 547, 600	
330, 388, 432, 463, 530, 573, 666		New York, Lake Erie and Western Coal	
Nevada Central R. R. (X, 1904).....	244,	and R. R. Co. (II, 350).....	144
330, 388, 432, 463, 530, 573, 666		New York, New Haven and Hartford R. R.	
Nevada County Narrow Gauge R. R. (X,		(I, 115).....	130, 266, 342, 399, 441, 476, 542, 584
1905).....	244, 330, 388, 432, 463, 530, 573, 666	New York, Ontario and Western Ry. (II,	
Nevada Southern Ry. (X, 1883).....	258	496).....	152, 273, 350, 405, 444, 484, 547, 600
New Albany Belt and Terminal R. R. (V,		New York, Pennsylvania and Ohio R. R.	
1230).....	196, 302, 366, 418, 452, 508, 559, 636	(III, 899).....	254
New Boston R. R. (I, 30) ..	126, 264, 398, 472, 540, 580	New York, Philadelphia and Norfolk R. R.	
New Castle and Beaver Valley R. R. (III,		(II, 501).....	152, 278, 350, 405, 444, 486, 547, 600
925).....	178, 292, 413, 498, 553, 622	New York, Susquehanna and Western	
New Castle and Butler R. R. (III, 909).....	176,	R. R. (II, 502) ..	152, 278, 350, 405, 444, 486, 547, 600
290, 356, 412, 447, 498, 553, 622		New York, Texas and Mexican Ry. (IX,	
New Castle and Shenango Valley R. R.		1826).....	238, 328, 384, 430, 461, 526, 572, 662
(III, 814).....	170, 288, 411, 496, 552, 618	Newark and Bloomfield R. R. (II, 301).....	140,
New England R. R. (I, 106).....	130,	272, 402, 480, 544, 592	
266, 342, 399, 441, 474, 541, 584		Newark and Hudson R. R. (II, 346).....	144
New Haven and Derby R. R. (I, 124).....	132,	Newark and New York R. R. (II, 254)	138
266, 400, 476, 542, 584		Newark, Somerset and Straitsville R. R.	
New Haven and Dunbar R. R. (II, 467) ...	150,	(III, 740).....	166, 286, 410, 494, 551, 614
276, 350, 404, 444, 484, 546, 600		Newburgh, Dutchess and Connecticut	
New Hanover Transit Co.'s R. R. (IV,		R. R. (II, 508) ..	152, 278, 350, 405, 444, 486, 547, 600
1052).....	186	Newburyport R. R. (I, 45) ..	126, 264, 398, 472, 540, 580
New Haven and Northampton Co. (I, 125) ..	132,	Newport and Cincinnati Bridge Co. (III,	
266, 400, 476, 542, 584		950).....	180, 292, 358, 413, 448, 500, 554, 624
New Jersey and New York R. R. (II, 364) ..	144,	Newport and Richford R. R. (I, 71).....	128,
274, 348, 403, 443, 482, 545, 594		266, 399, 474, 541, 582	
New Jersey and New York Extension		Newport and Shermans Valley R. R. (II,	
R. R. (II, 366).....	144	509).....	152, 278, 350, 405, 444, 486, 547, 602
New Jersey Junction R. R. (II, 475).....	150,	Newport and Wickford R. R. (I, 105).....	130
276, 404, 484, 546, 600		Niagara Falls Branch R. R. (II, 482).....	150,
New Jersey Southern R. R. (II, 252).....	138	276, 405, 484, 546, 600	
New London Northern R. R. (I, 78).....	128,	Niagara Junction Ry. (II, 510).....	152,
266, 399, 474, 541, 582		278, 350, 405, 444, 486, 547, 602	
New Mexico and Arizona R. R. (X, 1857) ..	242,	Nittany Valley R. R. (II, 511).....	152
330, 388, 432, 463, 530, 573, 664		Noland Land and Transfer Co. (VII,	
New Orleans and Northeastern R. R. (V,		1596).....	222
1282).....	200, 304, 368, 419, 453, 510, 560, 638	Norfolk and Carolina R. R. (IV, 996).....	184
New Orleans and Northwestern Ry. (IX,		Norfolk and Ocean View R. R. and Hotel	
1795).....	236, 326, 384, 430, 461, 526, 571, 660	Co. (IV, 1053).....	186
New Orleans and Southern Ry. (IX, 1797) ..	236	Norfolk and Southern R. R. (IV, 1054).....	186,
New Orleans and Western R. R. (IX, 1796) ..	236	296, 360, 415, 449, 502, 556, 628	
New Orleans, Fort Jackson and Grand		Norfolk and Western R. R. (III, IV, 912) ..	176,
Isle R. R. (IX, 1798).....	236	186, 250, 290, 296, 336, 358, 360, 392, 412, 415, 434,	
New York and Canada R. R. (II, 286).....	140	447, 449, 465, 498, 502, 534, 553, 556, 575, 622, 628	
New York and Coney Island R. R. (II,		Norfolk, Albemarle and Atlantic R. R.	
445).....	148	(IV, 1045).....	254
New York and Georgia Lumber and Ry.		Norfolk, Virginia Beach and Southern	
Co. (V, 1283).....	200	R. R. (IV, 1057).....	186
New York and Greenwood Lake Ry. (II,		Norristown Junction R. R. (II, 623).....	160,
347).....	144, 274, 348, 403, 443, 482, 545, 594	282, 407, 490, 549, 608	
New York and Harlem R. R. (II, 476)	150,	North and South R. R. (VI, 1540).....	216
276, 404, 484, 546, 600		North and West Branch Ry. (II, 543).....	154,
New York and Long Beach R. R. (II, 438) ..	148	278, 406, 486, 547, 604	
New York and Long Branch R. R. (II, 253) ..	138,	North Bend and Kettle Creek R. R. (II,	
272, 402, 480, 544, 590		512).....	152
New York and New England R. R. (I, 110) ..	10,	North Brookfield R. R. (I, 8).....	124,
252, 266, 342, 399, 441, 476, 542, 584		264, 398, 472, 540, 580	
New York and North Pennsylvania R. R.		North Carolina R. R. (IV, 1103).....	190,
(II, 161).....	134, 270, 346, 401, 442, 478, 543, 586	298, 416, 504, 557, 630	
New York and Pennsylvania R. R. (II,		North Pacific Coast R. R. (X, 1906).....	244,
468).....	150	330, 388, 432, 463, 530, 573, 666	
New York and Putnam R. R. (II, 477).....	150,	North Pennsylvania R. R. (II, 624).....	160,
276, 404, 484, 546, 600		282, 407, 490, 549, 608	
New York and Rockaway R. R. (II, 439) ..	148	North Texas Land and Timber Co.'s R. R.	
New York and Rockaway Beach Ry. (II,		(IX, 1799).....	238
443).....	148	Northampton and Hertford R. R. (IV,	
New York and Sea Beach Ry. (II, 469) ...	150	1058).....	186, 296, 360, 415, 449, 502, 556, 628
New York Bay R. R. (II, 542).....	154,	Northeast Pennsylvania R. R. (II, 642)	162,
278, 406, 486, 547, 604		282, 352, 408, 445, 490, 549, 610	
New York, Brooklyn and Manhattan		Northeastern R. R. of Georgia (V, 1284)....	200
Beach Ry. (II, 440) ..	148, 276, 404, 484, 546, 598	Northeastern R. R. of South Carolina (IV,	
New York Central and Hudson River R. R.		997).....	184
(II, 470).....	150, 176, 276, 290, 350, 356, 404, 412,	Northern Alabama Ry. (V, 1285).....	200,
444, 447, 484, 498, 546, 553, 600, 622		304, 368, 419, 453, 510, 560, 638	
New York Central, Hudson River and		Northern California Ry. (X, 1955).....	246,
Fort Orange R. R. (II, 495).....	152	332, 433, 532, 574, 668	

	Page.
Northern Central Ry. (II, 579).....	158,
280, 350, 406, 444, 488, 548, 606	
Northern Central Michigan R. R. (III, 860).....	174,
290, 412, 496, 553, 620	
Northern Coal and Iron Co. (II, 287).....	140
Northern Division Cumberland and Ohio	
R. R. (V, 1258).....	198,
304, 366, 419, 452, 508, 560, 638	
Northern Indiana R. R. (III, 915).....	178
Northern Mississippi Ry. (VI, 1507).....	214
Northern New York R. R. (II, 513).....	152,
278, 350, 405, 444, 486, 547, 602	
Northern Ohio Ry. (III, 848).....	172,
288, 356, 411, 447, 496, 552, 618	
Northern Pacific R. R. (VI, VII, X, 1508).....	214,
222, 244, 250, 314, 318, 332, 336, 374, 378, 388,	
392, 424, 426, 432, 435, 456, 458, 463, 465, 518,	
520, 530, 534, 565, 567, 573, 575, 648, 652, 666	
Northern Pacific and Cascade R. R. (X,	
1911).....	244
Northern Pacific and Montana R. R. (VII,	
1599).....	222, 318, 426, 520, 567, 652
Northern Pacific and Puget Sound Shore	
R. R. (X, 1912).....	244
Northern Pacific, Fergus and Black Hills	
R. R. (VI, 1517).....	214
Northern Pacific, La Moure and Missouri	
River R. R. (VI, 1518).....	216
Northern Pacific Terminal Co. of Oregon	
(X, 1918).....	244, 332, 388, 432, 463, 530, 573, 666
Northern R. R. of New Hampshire (I, 18)	
124	
Northern R. R. of New Jersey (II, 353).....	144,
274, 403, 482, 545, 594	
Northern Ry. (X, 1954).....	246,
332, 433, 532, 574, 666	
Northwestern Coal Ry. (VI, 1523).....	216,
314, 374, 424, 456, 518, 565, 648	
Northwestern Monroe Ry. (III, 914).....	178,
290, 358, 412, 448, 498, 553, 622	
Norway Branch R. R. (I, 91).....	130,
266, 399, 474, 541, 584	
Norwich and Worcester R. R. (I, 109).....	130,
266, 399, 474, 541, 584	
Nyack and Northern R. R. (II, 354).....	144,
274, 403, 482, 545, 594	
Oberlin and La Grange Ry. (III, 861).....	174,
290, 412, 496, 553, 620	
Oconee and Western R. R. (V, 1286).....	200,
304, 368, 419, 453, 510, 560, 638	
Ogden and Hot Springs Ry. (X, 1919).....	244,
332, 388, 432, 463, 530, 573, 666	
Ogden Mine R. R. (II, 255).....	138,
272, 402, 480, 544, 590	
Ogden Union Ry. and Depot Co. (X, 1920).....	244,
332, 388, 432, 463, 530, 573, 666	
Ogdensburg and Lake Champlain R. R.	
(II, 265).....	138, 272, 402, 480, 544, 590
Ohio and Baltimore Short Line Ry. (East-	
ern Division) (II, 180).....	134,
270, 401, 478, 543, 588	
Ohio and Baltimore Short Line Ry. (West-	
ern Division) (II, 192).....	134
Ohio Connecting Ry. (III, 947).....	180,
292, 413, 500, 554, 624	
Ohio River R. R. (IV, 1059).....	186,
296, 360, 415, 449, 502, 556, 628	
Ohio River and Charleston Ry. (IV, 1062).....	186,
296, 360, 415, 449, 502, 556, 628	
Ohio River and Charleston Ry. of Ken-	
tucky (V, 1287).....	200
Ohio Southern R. R. (III, 916).....	178,
290, 358, 412, 448, 498, 553, 622	
Ohio Valley Ry. (V, 1288).....	200,
304, 368, 419, 453, 510, 560, 638	
Oil City and Ridgway Ry. and Mining Co.	
(II, 514).....	152,
278, 350, 405, 444, 486, 547, 602	
Old Colony R. R. (I, 127).....	132, 268, 400, 476, 542, 586
Olean, Bradford and Warren R. R. in	
New York (II, 715).....	164
Olean, Bradford and Warren Ry. in Penn-	
sylvania (II, 716).....	164
Olean, Oswayo and Eastern R. R. (II, 515).....	152,
278, 350, 405, 444, 486, 547, 602	
Olive Sternenberg & Co.'s Timber R. R.	
(IX, 1800).....	238

	Page.
Omaha and Republican Valley Ry. (VII,	
1611).....	224, 318, 378, 426, 458, 520, 567, 652
Omaha and Saint Louis Ry. (VI, 1524).....	216,
314, 374, 424, 456, 518, 565, 648	
Omaha Belt Ry. (VIII, 1706).....	230
Omaha Bridge and Terminal Ry. (VII,	
1602).....	222, 318, 378, 426, 458, 520, 567, 652
Omaha Southern Ry. (VII, 1594).....	222
Ontario, Carbondale and Scranton Ry. (II,	
497).....	152, 278, 405, 484, 547, 600
Opelika and Auburn Ry. (V, 1282).....	256
Orange County R. R. (II, 406).....	146,
274, 348, 403, 443, 482, 545, 596	
Oregon and California R. R. (X, 1956).....	246,
332, 433, 532, 574, 668	
Oregon and Texas Ry. (II, 516).....	152,
278, 350, 405, 444, 486, 547, 602	
Oregon Central and Eastern R. R. (X, 1921).....	244,
332, 388, 432, 463, 530, 573, 666	
Oregon Ry. and Navigation Co. (X, 1969).....	248,
332, 390, 433, 464, 532, 574, 668	
Oregon Ry. Extensions Co. (X, 1973).....	248,
332, 433, 532, 574, 668	
Oregon Short Line and Utah Northern Ry.	
(X, 1967).....	248, 332, 390, 433, 464, 532, 574, 668
Orleans, West Baden and French Lick	
Springs R. R. (III, 879).....	174
Oshkosh Transportation Co. (VI, 1381).....	206,
308, 421, 512, 562, 642	
Oswego and Rome R. R. (II, 483).....	150,
276, 405, 484, 546, 600	
Oswego and Syracuse R. R. (II, 303).....	140,
272, 402, 480, 544, 592	
Owasco River Ry. (II, 517).....	152,
278, 350, 405, 444, 486, 547, 602	
Owensboro and Nashville Ry. (V, 1249).....	198,
302, 418, 508, 559, 636	
Owensboro, Falls of Rough and Green	
River R. R. (V, 1163).....	194,
300, 364, 417, 451, 506, 558, 634	
Oyster Bay Extension R. R. (II, 441).....	148
Pacific Coast Ry. (X, 1922).....	246,
332, 388, 432, 463, 530, 573, 666	
Pacific Lumber Co.'s R. R. (X, 1923).....	246,
332, 388, 432, 463, 530, 573, 666	
Pacific Lumber and Wood Co.'s R. R. (X,	
1924).....	246, 332, 388, 432, 463, 530, 574, 666
Pacific Ry. in Nebraska (VII, 1595).....	222,
318, 426, 520, 567, 652	
Packwaukee and Montello R. R. (VI, 1584).....	220,
316, 425, 518, 566, 652	
Paducah, Tennessee and Alabama R. R.	
(V, 1283).....	256, 304, 366, 419, 452, 508, 559, 636
Paducah Union Depot Co. (V, 1164).....	194,
300, 364, 417, 451, 506, 558, 634	
Pajaro Valley R. R. (X, 1925).....	246
Palisades R. R. (II, 516).....	252
Palmetto R. R. (IV, 1096).....	188
Pan Handle Ry. (IX, 1845).....	240,
328, 431, 528, 572, 662	
Panther R. R. (IV, 1063).....	186
Paragould Southeastern Ry. (VIII, 1732).....	232,
322, 382, 428, 460, 524, 569, 658	
Paris and Great Northern R. R. (VIII,	
1631).....	226
Paris, Marshall and Sabine Pass Ry. (IX,	
1801).....	238, 326, 384, 430, 461, 526, 571, 660
Parkersburg Branch R. R. (II, 181).....	134,
270, 401, 478, 543, 588	
Passaic and Delaware R. R. (II, 304).....	140,
272, 402, 480, 544, 592	
Passaic and Delaware Extension R. R. (II,	
305).....	140, 272, 402, 480, 544, 592
Passaic and New York R. R. (II, 506).....	152
Passenger and Belt Ry. (V, 1160).....	192
Paterson and Hudson River R. R. (II,	
355).....	144, 274, 403, 482, 545, 594
Paterson and Ramapo R. R. (II, 356).....	144,
274, 403, 482, 545, 594	
Paterson, Newark and New York R. R.	
(II, 358).....	144
Pawnee R. R. (VI, 1525).....	216,
314, 374, 424, 456, 518, 565, 650	
Pawtuxet Valley R. R. (I, 134).....	132
Peace River Phosphate Mining Co.'s R. R.	
(V, 1289).....	200

	Page.		Page.
Pecos River R. R. (IX, 1804)	238,	Philadelphia, Germantown and Norris-	
326, 384, 430, 461, 526, 571, 660		town R. R. (II, 627) ...	160, 282, 407, 490, 549, 608
Pecos Valley Ry. (IX, 1803)	238,	Philadelphia, Harrisburg and Pittsburgh	
326, 384, 430, 461, 526, 571, 660		R. R. (II, 629)	160, 282, 407, 490, 549, 608
Pemberton and Hightstown R. R. (II, 694) ..	164,	Philadelphia, Marlton and Medford R. R.	
284, 408, 492, 550, 612		(II, 575)	252, 280, 406, 488, 548, 606
Pemigewasset Valley R. R. (I, 31)	126,	Philadelphia, Newtown and New York	
264, 398, 472, 540, 580		R. R. (II, 653) ..	162, 282, 352, 408, 445, 490, 549, 610
Peninsular Ry. (X, 1926)	246	Philadelphia, Reading and New England	
Peninsular, Deer Park and Southern R. R.		R. R. (II, 654) ..	162, 282, 352, 408, 445, 490, 549, 610
(VI, 1526)	216	Philadelphia, Wilmington and Baltimore	
Pennsboro and Harrisville Ritchie County		R. R. (II, 586) ..	158, 280, 350, 407, 444, 488, 548, 606
Ry. (IV, 1064) ..	186, 296, 360, 415, 449, 502, 556, 628	Phillips and Rangeley R. R. (I, 140)	132,
Pennsylvania Co. (III, 917)	152, 178,	268, 342, 400, 441, 476, 542, 586	
278, 290, 350, 358, 405, 412, 444,		Pickering Valley R. R. (II, 630)	160,
448, 486, 498, 547, 553, 602, 622		282, 407, 490, 549, 608	
Pennsylvania R. R. (II, 519)	154,	Piedmont and Cumberland Ry. (IV, 1117) ..	190,
278, 350, 405, 444, 486, 547, 602		298, 416, 504, 557, 632	
Pennsylvania and New York Canal and		Pine Bluff and Eastern R. R. (VIII, 1724) ..	232,
R. R. Co. (II, 423)	148, 276, 404, 484, 546, 598	322, 382, 428, 460, 524, 569, 658	
Pennsylvania and Northwestern R. R. (II,		Pine Creek Ry. (II, 370) ..	144, 274, 403, 482, 545, 594
600)	158, 280, 352, 407, 444, 488, 549, 608	Piqua and Troy Branch R. R. (III, 776) ...	168
Pennsylvania Midland R. R. (II, 601)	158	Pittsboro R. R. (IV, 1097)	188
Pennsylvania Midland Ry. (II, 602)	158	Pittsburg R. R. (X, 1927)	246
Pennsylvania, Poughkeepsie and Boston		Pittsburgh and Castle Shannon R. R. (III,	
R. R. (II, 384)	252	952)	180, 292, 358, 413, 448, 500, 554, 624
Pennsylvania, Schuylkill Valley R. R.		Pittsburg and Columbus Ry. (VIII,	
(II, 544)	154, 278, 406, 486, 547, 604	1632)	226
Pensacola and Andalusia R. R. (V, 1290) ..	200	Pittsburgh and Connellsville R. R. (II, 182) ..	134,
Pensacola and Mobile R. R. and Manufac-		270, 401, 478, 543, 588	
turing Co. (V, 1291)	200	Pittsburgh and Lake Erie R. R. (III, 867) ..	174,
Pensacola and Pendido R. R. (V, 1293)	200	290, 356, 412, 447, 498, 553, 620	
Pensacola, Alabama and Tennessee R. R.		Pittsburgh and Moon Run R. R. (III, 953) ..	180,
(V, 1292)	200	292, 358, 413, 448, 500, 554, 624	
People's Ry. (I, 603)	158	Pittsburg and Northern R. R. (III, 746) ..	252
Peoria and Bureau Valley R. R. (VI, 1418) ..	208,	Pittsburgh and Western Ry. (III, 744) ...	10,
310, 422, 514, 563, 644		166, 286, 354, 410, 446, 494, 551, 614	
Peoria and Eastern Ry. (III, VI, 798)	170, 208,	Pittsburgh, Akron and Western R. R. (III,	
250, 288, 310, 336, 354, 372, 392, 411, 422, 434,		948)	254
446, 455, 465, 496, 514, 534, 552, 563, 575, 616		Pittsburgh, Chartiers and Youghiogheny	
Peoria and Pekin Union Ry. (VI, 1527) ...	216,	Ry. (III, 951) ..	180, 292, 358, 413, 448, 500, 554, 624
314, 374, 424, 456, 518, 565, 650		Pittsburgh, Cincinnati, Chicago and Saint	
Peoria, Decatur and Evansville Ry. (VI,		Louis Ry. (III, 940)	178,
1528)	216, 314, 374, 424, 456, 518, 565, 650	292, 358, 413, 448, 500, 554, 624	
Perkiomen R. R. (II, 643)	162,	Pittsburgh, Cleveland and Toledo R. R.	
282, 352, 408, 445, 490, 549, 610		(III, 746)	166, 286, 410, 494, 551, 614
Perry R. R. (II, 221)	136	Pittsburgh, Fort Wayne and Chicago Ry.	
Perry County R. R. (II, 604)	158,	(III, 923)	178, 292, 413, 498, 553, 622
280, 352, 407, 444, 488, 549, 608		Pittsburgh Junction R. R. (III, 954)	180,
Perth Amboy and Raritan Ry. (II, 413) ..	148,	292, 358, 413, 448, 500, 554, 624	
276, 404, 482, 545, 596		Pittsburgh, Lisbon and Western Ry. (III,	
Perth Amboy and Woodbridge R. R. (II,		955)	180, 292, 358, 413, 448, 500, 554, 624
545)	154, 278, 406, 486, 547, 604	Pittsburgh, Marion and Chicago Ry. (III,	
Peru and Detroit Ry. (III, 982)	182,	950)	254, 292, 358, 413, 448, 500, 554, 624
294, 414, 500, 555, 626		Pittsburgh, McKeesport and Youghio-	
Peterborough R. R. (I, 17) ..	124, 264, 398, 472, 540, 580	gheny R. R. (III, 870)	174,
Peterborough and Hillsborough R. R. (I,		290, 412, 498, 553, 620	
20)	124	Pittsburgh, Ohio Valley and Cincinnati	
Petersburg R. R. (IV, 999)	184	R. R. (III, 926)	178, 292, 413, 498, 554, 622
Petersburg and Asylum R. R. (IV, 1065) ..	186	Pittsburgh, Painesville and Fairport Ry.	
Philadelphia and Baltimore Central R. R.		(III, 747)	166, 286, 410, 494, 551, 614
(II, 593)	158, 280, 407, 488, 548, 606	Pittsburgh, Shenango and Lake Erie R. R.	
Philadelphia and Beach Haven R. R. (II,		(III, 956)	180, 292, 358, 413, 448, 500, 554, 624
546)	156, 278, 406, 486, 547, 604	Pittsburgh, Virginia and Charleston Ry.	
Philadelphia and Brigantine R. R. (II,		(II, 550)	156, 278, 406, 486, 548, 604
637)	160, 282, 352, 408, 444, 490, 549, 610	Pittsburgh, Wheeling and Kentucky R. R.	
Philadelphia and Chester Valley R. R. (II,		(III, 948)	180, 292, 413, 500, 554, 624
644)	162, 282, 352, 408, 445, 490, 549, 610	Pittsburgh, Youngstown and Ashtabula	
Philadelphia and Delaware County R. R.		R. R. (III, 927)	178, 292, 413, 498, 554, 622
(II, 595)	158, 280, 407, 488, 548, 606	Pittsfield and North Adams R. R. (I, 9) ...	124,
Philadelphia and Erie R. R. (II, 547)	156,	264, 398, 472, 540, 580	
278, 406, 486, 547, 604		Pittsford and Rutland R. R. (I, 81)	128,
Philadelphia and Frankford R. R. (II, 625) ..	160,	266, 399, 474, 541, 582	
282, 407, 490, 549, 608		Pittstown Branch Ry. (II, 414)	148,
Philadelphia and Long Branch R. R. (II,		276, 404, 482, 545, 596	
548)	156, 278, 406, 486, 547, 604	Plattsburgh and Dannemora R. R. (II, 270) ..	138
Philadelphia and Northern R. R. (II, 645) ..	162	Plymouth R. R. (II, 628) ..	160, 282, 407, 490, 549, 608
282, 408, 490, 549, 610,		Plymouth and Middlesborough R. R. (I,	
Philadelphia and Reading R. R. (II, 605) ..	158,	132)	132, 268, 400, 476, 542, 586
280, 352, 407, 444, 488, 549, 608		Pomeroy and Newark R. R. (II, 551)	156,
Philadelphia and Reading Terminal R. R.		278, 406, 486, 548, 604	
(II, 626)	160, 282, 407, 490, 549, 608	Pomeroy Belt Ry. (III, 801)	170
Philadelphia and Trenton R. R. (II, 566) ..	156,	Pontiac, Oxford and Northern R. R. (III,	
280, 406, 488, 548, 604		958)	180, 292, 358, 413, 448, 500, 554, 624
Philadelphia Belt Line R. R. (II, 652)	162,	Port Arthur, Duluth and Western Ry. (of	
282, 352, 408, 445, 490, 549, 610		Minnesota) (VI, 1529)	216,
Philadelphia, Germantown and Chestnut		314, 374, 424, 456, 518, 565, 650	
Hill R. R. (II, 549)	156, 278, 406, 486, 547, 604	Port Clinton Short Line Ry. (III, 954)	254

	Page.
Port Edwards, Centralia and Northern Ry. (VI, 1507)	256
Port Jervis, Monticello and New York R. R. (II, 658) .. 162, 282, 352, 408, 445, 490, 550, 610	
Port Reading R. R. (II, 646)	162, 282, 352, 408, 445, 490, 549, 610
Port Royal and Augusta Ry. (IV, 1066) ..	186, 296, 360, 415, 449, 502, 556, 628
Port Royal and Western Carolina Ry. (IV, 1067)	186, 296, 360, 415, 449, 502, 556, 628
Port Townsend Southern R. R. (X, 1928) ..	246, 332, 388, 433, 463, 532, 574, 666
Portage Creek and Rich Valley R. R. (II, 657)	162, 282, 352, 408, 445, 490, 549, 610
Porters Creek and Gauley R. R. (IV, 1068) ..	186
Portland and Ogdensburg Ry. (I, 55)	128, 264, 398, 474, 541, 582
Portland and Rochester R. R. (I, 57)	128, 264, 342, 399, 440, 474, 541, 582
Portland and Rumford Falls Ry. (I, 141) ..	132, 268, 342, 400, 441, 476, 542, 586
Portland, Saco and Portsmouth R. R. (I, 46) ..	126, 264, 398, 472, 540, 580
Portsmouth and Dover R. R. (I, 40)	126, 264, 398, 472, 540, 580
Portsmouth and Tygart Valley R. R. (V, 1294)	200, 304, 368, 419, 453, 510, 560, 638
Potomac R. R. (IV, 1075) .. 188, 296, 416, 502, 557, 628	
Potomac, Fredericksburg and Piedmont R. R. (IV, 1069)	186, 296, 360, 415, 449, 502, 556, 628
Potomac Valley R. R. (II, 703)	164, 284, 409, 492, 550, 612
Poughkeepsie and Eastern Ry. (II, 659) ..	162, 282, 352, 408, 445, 490, 550, 612
Powellton and Pocahontas Ry. (IV, 1070) ..	188, 296, 360, 415, 449, 502, 556, 628
Prescott and Arizona Central Ry. (X, 1907)	258
Prescott and Northwestern R. R. (VIII, 1725)	232, 322, 382, 428, 460, 524, 569, 658
Princeton and Western Ry. (VI, 1382)	206
Proctor's Coal Co.'s R. R. (V, 1295)	200
Profile and Franconia Notch R. R. (I, 32) ..	126
Prospect Park and Coney Island R. R. (II, 444)	148
Prospect Park and South Brooklyn R. R. (II, 446)	148
Providence and Springfield R. R. (I, 110) ..	130, 266, 399, 474, 541, 584
Providence and Worcester R. R. (I, 135) ..	132, 268, 400, 476, 542, 586
Providence, Warren and Bristol R. R. (I, 133)	132, 268, 400, 476, 542, 586
Providence, Webster and Springfield R. R. (I, 10)	124, 264, 398, 472, 540, 580
Pueblo and State Line R. R. (VIII, 1700) ..	230, 322, 428, 524, 569, 656
Puget Sound and Grays Harbor R. R. and Transportation Co. (X, 1908)	258
Queen Anne's R. R. (II, 660)	162
Queen Anne's and Kent R. R. (II, 596) ...	158, 280, 350, 407, 444, 488, 548, 606
Quincy and Torch Lake R. R. (VI, 1530)	216
Quincy, Alton and Saint Louis Ry. (VI, 1388)	206, 310, 421, 512, 562, 642
Quincy, Omaha and Kansas City Ry. (VI, 1531)	216, 314, 374, 424, 456, 518, 565, 650
Quincy Quarry Co.'s R. R. (I, 143)	132
Quincy R. R. Bridge Co. (VI, 1395)	206, 310, 421, 512, 562, 642
Raleigh and Augusta Air Line R. R. (IV, 1095)	188, 298, 362, 416, 450, 504, 557, 630
Raleigh and Gaston R. R. (IV, 1090)	188, 298, 362, 416, 450, 504, 557, 630
Raleigh and Western Ry. (IV, 1071)	188, 296, 360, 415, 449, 502, 556, 628
Randolph County R. R. (VI, 1510)	256
Rantoul R. R. (VI, 1461) .. 210, 312, 423, 516, 564, 646	
Raritan North Shore R. R. (II, 256)	138
Raritan River R. R. (II, 661)	162, 282, 352, 408, 445, 490, 550, 612
Ravenswood, Spencer and Glenville Ry. (IV, 1061)	186, 296, 360, 415, 449, 502, 556, 628
Reading and Columbia R. R. (II, 647)	162, 282, 352, 408, 445, 490, 549, 610

	Page.
Reading, Marietta and Hanover R. R. (II, 648)	162, 282, 408, 490, 549, 610
Red Springs and Bowmore R. R. (IV, 1073)	188
Redondo Ry. (X, 1909)	258
Rensselaer and Saratoga R. R. (II, 288) ...	140, 272, 402, 480, 544, 592
Reynoldsville and Falls Creek R. R. (II, 662)	162, 282, 352, 408, 445, 490, 550, 612
Rhode Island and Massachusetts R. R. in Massachusetts (I, 111) .. 130, 266, 399, 474, 541, 584	
Rhode Island and Massachusetts R. R. of Rhode Island (I, 112) .. 130, 266, 399, 474, 541, 584	
Rice Lake, Dallas and Menomonee Ry. (VI, 1532)	216, 314, 374, 424, 456, 518, 565, 650
Richmond and Mecklenburg R. R. (IV, 1104)	190, 298, 416, 504, 557, 630
Richmond and Petersburg R. R. (IV, 1000) ..	184
Richmond, Fredericksburg and Potomac R. R. (IV, 1074)	188, 296, 360, 416, 449, 502, 556, 628
Richmond, Fredericksburg and Potomac and Richmond and Petersburg R. R. Connection Co. (IV, 1076)	188, 296, 416, 502, 557, 628
Richmond, Nicholasville, Irvine and Beatyville R. R. (V, 1296)	200, 304, 368, 419, 453, 510, 560, 638
Ridgway and Clearfield R. R. (II, 552)	156, 278, 406, 486, 548, 604
Rio Grande R. R. (IX, 1805)	238, 326, 384, 430, 461, 526, 571, 660
Rio Grande and Eagle Pass Ry. (IX, 1806) ..	238, 326, 384, 430, 461, 526, 571, 660
Rio Grande and El Paso R. R. (VIII, 1619) ..	226
Rio Grande and Pagosa Springs R. R. (VIII, 1726)	232
Rio Grande and Santa Fe R. R. (VIII, 1650) ..	228
Rio Grande Gunnison Ry. (VIII, 1651) ...	228, 320, 427, 522, 568, 654
Rio Grande Junction Ry. (VIII, 1652)	228, 320, 427, 522, 568, 654
Rio Grande Northern Ry. (IX, 1807)	238, 326, 384, 430, 461, 526, 571, 660
Rio Grande Southern R. R. (VIII, 1727) ..	232, 322, 382, 428, 460, 524, 569, 658
Rio Grande Western Ry. (X, 1929)	246, 332, 388, 433, 463, 532, 574, 666
Ripley and Mill Creek Valley Ry. (IV, 1077)	188, 298, 360, 416, 449, 504, 557, 628
Riverfront R. R. (II, 553) .. 156, 280, 406, 486, 548, 604	
Roanoke R. R. (IV, 1078)	188
Roanoke and Southern Ry. (IV, 1056)	186, 296, 415, 502, 556, 628
Roanoke and Tar River R. R. (IV, 1087) ..	188, 298, 416, 504, 557, 630
Roaring Creek and Belington R. R. (IV, 1079)	188
Robeline and Sabine Pass R. R. (IX, 1808) ..	238
Rochester and Genesee Valley R. R. (II, 359)	144, 274, 403, 482, 545, 594
Rochester and Honeoye Valley R. R. (II, 386)	252
Rochester and Irondequoit R. R. (II, 663) ..	162, 282, 408, 490, 550, 612
Rochester and Lake Ontario Ry. (II, 664) ..	162, 282, 408, 490, 550, 612
Rochester, Beaver Falls and Western Ry. (III, 928)	178, 292, 413, 498, 554, 622
Rochester, Hornellsville and Lackawanna R. R. (II, 229)	252
Rochester, New York and Pennsylvania Ry. (II, 717)	164
Rochester Southern R. R. (II, 425)	148, 276, 404, 484, 546, 598
Rock Island and Peoria Ry. (VI, 1533)	216, 314, 374, 424, 456, 518, 565, 650
Rockaway Valley R. R. (II, 669)	252
Rockaway Valley Ry. (II, 665)	162, 282, 352, 408, 445, 490, 550, 612
Rockbridge, Alum and Goshen R. R. (IV, 1080)	188
Rockport R. R. (I, 144)	132, 268, 342, 400, 441, 476, 542, 586
Rockport, Langdon and Northern Ry. (VI, 1534)	216, 314, 376, 424, 456, 518, 565, 650
Rockville R. R. (I, 113) ... 130, 266, 399, 474, 541, 584	

690 STATISTICS OF RAILWAYS IN THE UNITED STATES.

	Page.		Page.
Rockwood and Tennessee River Ry. (V, 1297)	200	Saint Louis Bridge Co. (VIII, 1740)	232, 322, 429, 524, 570, 658
Rocky Fork and Cooke City R. R. (VII, 1609)	222	Saint Louis, Cape Girardeau and Fort Smith Ry. (VIII, 1729)	232, 322, 382, 428, 460, 524, 569, 658
Rocky Hill R. R. and Transportation Co. (II, 568)	156, 280, 406, 488, 548, 604	Saint Louis, Chicago and Saint Paul R. R. (VI, 1543)	216, 314, 376, 424, 456, 518, 565, 650
Rocky Mountain R. R. of Montana (VII, 1601)	222	Saint Louis, Council Bluffs and Omaha R. R. (VI, 1571)	218
Rogue River Valley Ry. (X, 1932)	246, 332, 388, 433, 463, 532, 574, 666	Saint Louis, Indianapolis and Eastern R. R. (VI, 1544)	216, 314, 376, 424, 456, 518, 565, 650
Rolling Mill R. R. (III, 933)	178, 292, 413, 498, 554, 622	Saint Louis, Iron Mountain and Southern Ry. (VIII, 1714)	232, 322, 382, 428, 460, 524, 569, 658
Rome and Clinton R. R. (II, 498)	152, 278, 405, 484, 547, 600	Saint Louis, Jacksonville and Chicago R. R. (VI, 1372)	206
Rome R. R. of Georgia (V, 1256)	198	Saint Louis, Kansas and Southwestern R. R. (VIII, 1633)	226, 320, 427, 522, 568, 654
Rome, Watertown and Ogdensburg R. R. (II, 480)	150, 276, 405, 484, 546, 600	Saint Louis, Kansas City and Colorado R. R. (VIII, 1635)	226, 320, 380, 427, 459, 522, 568, 654
Rooks County R. R. (VIII, 1707)	230, 322, 428, 524, 569, 656	Saint Louis, Kennett and Southern R. R. (VIII, 1730)	232, 322, 382, 428, 460, 524, 569, 658
Rosedale and Mississippi Central Valley R. R. (V, 1298)	200	Saint Louis, Keokuk and Northwestern R. R. (VI, 1398)	206, 310, 370, 422, 454, 512, 563, 642
Roswell R. R. (V, 1319)	202, 304, 419, 510, 560, 640	Saint Louis Merchants' Bridge Co. (VIII, 1744)	232, 324, 429, 524, 570, 658
Ruddock, Bonnet Carre and Northern R. R. (IX, 1809)	238	Saint Louis Merchants' Bridge Terminal Ry. (VIII, 1742)	232, 322, 382, 429, 460, 524, 570, 658
Rumford Falls and Buckfield R. R. (I, 142)	132	Saint Louis, Oak Hill and Carondelet Ry. (VIII, 1708)	230, 322, 428, 524, 569, 656
Rumford Falls and Rangeley Lakes R. R. (I, 145)	132	Saint Louis, Salem and Arkansas Ry. (VIII, 1634)	226, 320, 427, 522, 568, 654
Rupert and Bloomsburg R. R. (II, 649)	162, 282, 352, 408, 445, 490, 549, 610	Saint Louis Southern R. R. (VI, 1467)	212, 312, 423, 516, 564, 646
Rutland R. R. (I, 146)	132, 268, 344, 400, 441, 476, 542, 586	Saint Louis Southwestern Ry. (VIII, 1731)	232, 238, 322, 326, 382, 384, 428, 430, 460, 461, 524, 526, 569, 571, 658, 662
Rutland and Whitehall R. R. (II, 291)	140, 272, 402, 480, 544, 592	Saint Louis Southwestern Ry. of Texas (IX, 1811)	238, 326, 384, 430, 461, 526, 571, 662
Rutledge and Julian R. R. (V, 1299)	200	Saint Louis Transfer Ry. (VIII, 1733)	232, 322, 382, 428, 460, 524, 569, 658
Saginaw and Grand Rapids R. R. (III, 765)	168, 286, 410, 494, 551, 616	Saint Louis, Vandalia and Terre Haute R. R. (VI, 1562)	218, 316, 425, 518, 566, 650
Saginaw and Western R. R. (III, 763)	168, 286, 410, 494, 551, 616	Saint Marys and Southwestern R. R. (II, 666)	162, 282, 352, 408, 445, 490, 550, 612
Saginaw Bay and Northwestern R. R. (III, 903)	176, 290, 412, 498, 553, 622	Saint Marys, Lake City and Gulf R. R. (V, 1301)	200
Saginaw, Tuscola and Huron R. R. (III, 959)	180, 292, 358, 413, 448, 500, 554, 624	Saint Paul and Duluth R. R. (VI, 1545)	216, 314, 376, 424, 456, 518, 565, 650
Saginaw Valley and Saint Louis R. R. (III, 764)	168, 286, 354, 410, 446, 494, 551, 616	Saint Paul and Northern Pacific Ry. (VI, 1519)	216, 314, 424, 518, 565, 648
Saint Augustine and South Beach Ry. (V, 1300)	200	Saint Paul Eastern Grand Trunk Ry. (VI, 1383)	206, 308, 421, 512, 562, 642
Saint Charles Air Line R. R. (VI, 1535)	216	Saint Paul, Minneapolis and Manitoba Ry. (VI, VII, X, 1443)	210, 222, 242, 250, 312, 318, 330, 336, 422, 426, 432, 435, 514, 520, 530, 534, 564, 567, 573, 575, 644
Saint Clair, Madison and Saint Louis Belt R. R. (VIII, 1728)	232, 322, 382, 428, 460, 524, 569, 658	Saint Paul Union Depot Co. (VI, 1551)	218, 316, 376, 424, 456, 518, 566, 650
Saint Clairsville and Northern Ry. (III, 960)	180, 292, 358, 413, 448, 500, 554, 624	Salem R. R. (III, 962)	180, 292, 358, 413, 448, 500, 554, 624
Saint Cloud, Grantsburg and Ashland R. R. (VI, 1548)	218, 314, 424, 518, 565, 650	Salina and Southwestern Ry. (VIII, 1751)	234, 324, 382, 429, 460, 524, 570, 658
Saint Croix and Penobscot R. R. (I, 148)	132, 268, 344, 400, 441, 476, 542, 586	Salineville R. R. (III, 931)	178
Saint Johns and Lake Eustis Ry. (V, 1308)	200	Salisbury R. R. (II, 195)	136, 270, 346, 401, 442, 478, 543, 588
Saint Johnsbury and Lake Champlain R. R. (I, 58)	128, 264, 312, 399, 440, 474, 541, 582	Salmon Creek R. R. (X, 1933)	246
Saint Joseph and Grand Island R. R. (VII, 1612)	224, 318, 378, 426, 458, 520, 567, 652	Salt Lake and Los Angeles Ry. (X, 1934)	246, 332, 388, 433, 463, 532, 574, 666
Saint Joseph Terminal R. R. (VI, 1536)	216, 314, 376, 424, 456, 518, 565, 650	Salt Lake and Mercur R. R. (X, 1935)	246, 332, 388, 433, 464, 532, 574, 666
Saint Joseph Union Depot Co. (VI, 1537)	216, 314, 376, 424, 456, 518, 565, 650	San Antonio and Aransas Pass Ry. (IX, 1813)	238, 326, 384, 430, 461, 526, 571, 662
Saint Joseph Valley Ry. (III, 961)	180	San Antonio and Gulf Shore Ry. (IX, 1814)	238
Saint Lawrence and Adirondack Ry. (II, 493)	152, 278, 350, 405, 444, 484, 547, 600	San Bernardino, Arrowhead and Waterman Ry. (X, 1936)	246
Saint Louis and Cairo R. R. (VI, 1505)	214, 314, 424, 516, 565, 648	San Diego and Phoenix R. R. (X, 1937)	246
Saint Louis and Chicago Ry. (VI, 1401)	256	San Diego, Cuyamaca and Eastern Ry. (X, 1938)	246, 332, 388, 433, 464, 532, 574, 666
Saint Louis and Eastern Ry. (VI, 1538)	216, 314, 376, 424, 456, 518, 565, 650	San Diego, Pacific Beach and La Jolla Ry. (X, 1939)	246, 332, 390, 433, 464, 532, 574, 666
Saint Louis and Hannibal Ry. (VI, 1541)	216, 314, 376, 424, 456, 518, 565, 650		
Saint Louis and Peoria R. R. (VI, 1539)	216, 314, 424, 518, 565, 650		
Saint Louis and San Francisco Ry. (VIII, 1625)	226, 320, 380, 427, 459, 522, 568, 654		
Saint Louis, Alton and Terre Haute R. R. (VI, 1462)	210, 312, 372, 423, 455, 516, 564, 646		
Saint Louis, Avoyelles and Southwestern Ry. (IX, 1810)	238, 326, 384, 430, 461, 526, 571, 662		
Saint Louis, Belleville and Southern Ry. (VI, 1542)	216, 314, 376, 424, 456, 518, 565, 650		

	Page.
San Francisco and North Pacific Ry. (X, 1940).....	246, 332, 390, 433, 464, 532, 574, 666
San Francisco and San Joaquin Valley Ry. (X, 1941).....	246
San Gabriel Valley Rapid Transit Ry. (X, 1957).....	248
San Pete Valley Ry. (X, 1942).....	246, 332, 390, 433, 464, 532, 574, 666
San Rafael and San Quentin R. R. (X, 1907).....	244
Sanborn, Cooperstown and Turtle Mountain R. R. (VI, 1520).....	216
Sandersville R. R. (V, 1302).....	200
Sandusky, Mansfield and Newark R. R. (III, 737).....	166, 286, 410, 494, 551, 614
Sandy River R. R. (I, 149).....	132, 268, 344, 400, 441, 476, 542, 586
Sanford and Saint Petersburg R. R. (V, 1309).....	200, 304, 368, 419, 453, 510, 560, 638
Santa Ana and Newport Ry. (X, 1943).....	246
Santa Fe, Prescott and Phoenix Ry. (X, 1944).....	246, 332, 390, 433, 464, 532, 574, 666
Saranac and Lake Placid R. R. (II, 667).....	162
Saratoga and Saint Lawrence R. R. (II, 266).....	138, 272, 402, 480, 544, 590
Saratoga and Schenectady R. R. (II, 292).....	140, 272, 402, 480, 544, 592
Sault Sainte Marie Bridge Co. (VI, 1552).....	218, 316, 376, 424, 456, 518, 566, 650
Savannah and Atlantic R. R. (V, 1149).....	254, 300, 364, 417, 451, 506, 558, 632
Savannah and Western R. R. (V, 1150).....	254, 300, 364, 417, 451, 506, 558, 632
Savannah, Americus and Montgomery Ry. (V, 1297).....	256
Savannah, Florida and Western Ry. (V, 1303).....	188, 200, 298, 304, 362, 368, 416, 419, 449, 453, 504, 510, 557, 560, 630, 638
Sawyer River R. R. (I, 150).....	132
Schenectady and Duaneburgh R. R. (II, 285).....	140
Schoharie Valley R. R. (II, 453).....	150
Schuylkill and Lehigh R. R. (II, 631).....	160, 282, 407, 490, 549, 610
Schuylkill and Lehigh Valley R. R. (II, 426).....	148, 276, 404, 484, 546, 598
Schuylkill River, East Side R. R. (II, 187).....	134, 270, 401, 478, 543, 588
Schuylkill River, West Side R. R. (II, 632).....	160, 282, 407, 490, 549, 610
Schuylkill Valley Navigation and R. R. Co. (II, 633).....	160, 282, 407, 490, 549, 610
Sea Shore R. R. (X, 1945).....	246, 332, 390, 433, 464, 532, 574, 666
Seaboard and Roanoke R. R. (IV, 1085).....	188, 298, 362, 416, 450, 504, 557, 630
Seaboard Air Line Belt R. R. (IV, 1094).....	188, 298, 416, 504, 557, 630
Seaboard Ry. of Alabama (V, 1313).....	200
Searcy and West Point R. R. (VIII, 1734).....	232, 322, 382, 428, 460, 524, 569, 658
Seattle and Montana Ry. (X, 1887).....	242
Seattle and Northern Ry. (X, 1946).....	246, 332, 390, 433, 464, 532, 574, 666
Seattle, Lake Shore and Eastern Ry. (X, 1917).....	244, 332, 388, 432, 463, 530, 573, 666
Seattle Warehouse and Terminal Co. (X, 1947).....	246, 332, 390, 433, 464, 532, 574, 666
Sebasticook and Moosehead R. R. (I, 151).....	132, 268, 344, 400, 441, 476, 542, 586
Sedalia, Warsaw and Southwestern Ry. (VIII, 1720).....	232
Seneca County Ry. (II, 668).....	162
Seven Oaks Timber Road (IX, 1815).....	238
Sevier Ry. (X, 1930).....	246
Shade Creek Ry. (II, 669).....	162
Shade Gap R. R. (II, 324).....	142
Shamokin, Sunbury and Lewisburg R. R. (II, 634).....	160, 282, 407, 490, 549, 610
Shamokin Valley and Pottsville R. R. (II, 583).....	158, 280, 407, 488, 548, 606
Sharon Ry. (III, 815).....	170, 288, 411, 496, 552, 618
Sharpsville R. R. (II, 196).....	136, 270, 346, 401, 442, 478, 543, 588
Sheffield and Tusculumbia R. R. (V, 1248).....	198
Shelby R. R. (V, 1250).....	198, 302, 418, 508, 559, 626

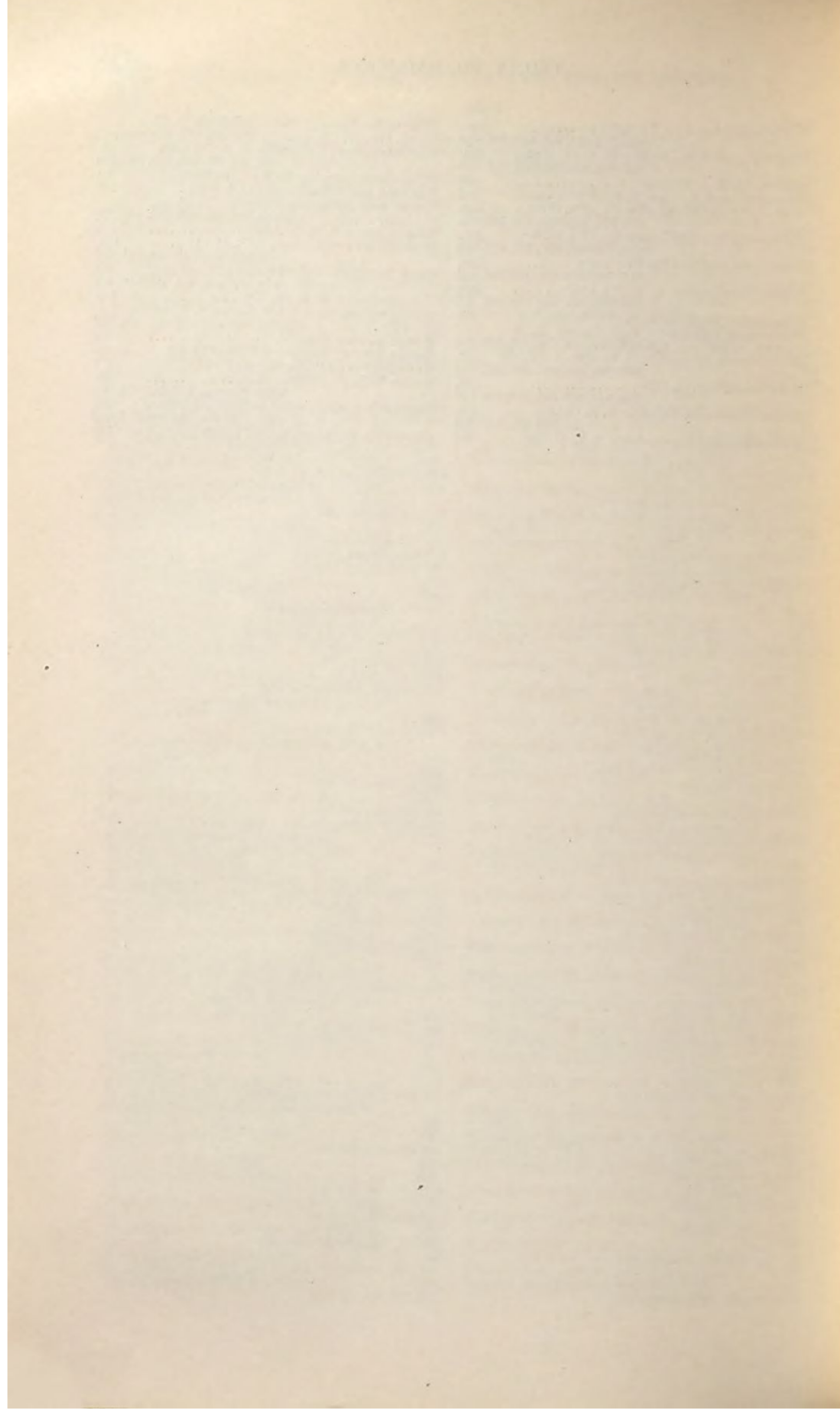
	Page.
Shelton Southwestern R. R. (X, 1948).....	246
Shepaug, Litchfield and Northern R. R. (I, 139).....	132, 268, 342, 400, 441, 476, 542, 586
Sherman, Shreveport and Southern Ry. (IX, 1792).....	236, 326, 384, 430, 461, 526, 571, 660
Shore Line Ry. (I, 136).....	132, 268, 400, 476, 542, 586
Short Route Ry. Transfer Co. (V, 1165).....	194, 300, 364, 417, 451, 506, 558, 634
Sierra Valleys Ry. (X, 1949).....	246, 332, 390, 433, 464, 532, 574, 666
Silver City and Northern R. R. (X, 1950).....	246, 332, 390, 433, 464, 532, 574, 666
Silver Creek and Dunkirk Ry. (III, 852).....	254
Silver Lake Ry. (II, 670).....	162, 282, 352, 408, 445, 490, 550, 612
Silver Springs, Ocala and Gulf R. R. (V, 1310).....	200, 304, 368, 419, 453, 510, 560, 638
Silverton R. R. (VIII, 1735).....	232, 322, 382, 428, 460, 524, 569, 658
Silverton Northern R. R. (VIII, 1736).....	232, 322, 382, 428, 460, 524, 569, 658
Sioux City and Northern R. R. (VI, 1553).....	218, 316, 376, 424, 456, 518, 566, 650
Sioux City and Pacific R. R. (VI, 1385).....	206, 308, 370, 421, 454, 512, 562, 642
Sioux City, O'Neill and Western Ry. (VII, 1603).....	224, 318, 378, 426, 458, 520, 567, 652
Sioux City Terminal R. R. (VI, 1554).....	218
Sioux Falls Terminal R. R. (VI, 1555).....	218
Skaneateles R. R. (II, 671).....	162, 282, 352, 408, 445, 490, 550, 612
Slackwater Connecting R. R. (II, 672).....	162
Slate Run R. R. (II, 673).....	162, 282, 352, 408, 445, 490, 550, 612
Slatington R. R. (II, 635).....	160, 282, 408, 490, 549, 610
Smithonia and Dunlap R. R. (V, 1314).....	200
Smithonia, Danielsville and Carnesville R. R. (V, 1315).....	200
Smyrna and Delaware Bay R. R. (II, 169).....	134
Solomon R. R. (VIII, 1752).....	234, 324, 382, 429, 460, 524, 570, 658
Somerset Ry. (I, 152).....	132, 268, 344, 400, 441, 476, 542, 586
Somerset and Cambria R. R. (II, 186).....	134, 270, 401, 478, 543, 588
South and North Alabama R. R. (V, 1251).....	198, 302, 418, 508, 559, 636
South and North Carolina R. R. (IV, 998).....	254
South Atlantic and Ohio R. R. (IV, 1098).....	188, 298, 362, 416, 450, 504, 557, 630
South Branch R. R. (of New Jersey) (II, 258).....	138
South Branch R. R. (of West Virginia) (II, 188).....	134, 270, 401, 478, 543, 588
South Brunswick Ry. (V, 1316).....	200
South Brunswick Terminal R. R. (V, 1313).....	256
South Carolina and Georgia R. R. (IV, 1099).....	188, 298, 362, 416, 450, 504, 557, 630
South Carolina Pacific Ry. (IV, 1020).....	184, 296, 415, 502, 556, 626
South Chester R. R. (II, 597).....	158, 280, 407, 488, 548, 606
South Chicago R. R. (VI, 1469).....	212, 312, 423, 516, 564, 646
South Chicago and Southern R. R. (III, 929).....	178, 292, 413, 498, 554, 622
South Easton and Phillipsburg R. R. (II, 405).....	146
South Fork R. R. (II, 554).....	156, 280, 406, 486, 548, 604
South Haven and Eastern R. R. (III, 963).....	180, 292, 358, 413, 448, 500, 554, 624
South Jersey R. R. (II, 674).....	162, 282, 352, 408, 445, 490, 550, 612
South Manchester R. R. (I, 153).....	132, 268, 344, 400, 441, 476, 542, 586
South Pacific Coast Ry. (X, 1958).....	248, 332, 433, 532, 574, 668
South Park and Leadville Short Line R. R. (VIII, 1753).....	234
South Range Narrow Gauge R. R. (VI, 1541).....	256
South Saint Paul Belt R. R. (VI, 1556).....	218
South Shore R. R. (II, 257).....	138
Southeastern Dakota R. R. (VI, 1521).....	216

	Page.		Page.
Southern Ry. (IV, V, 1100).....	188,	Summerville and Saint Johns R. R. (IV, 1105)	254
202, 250, 298, 304, 336, 362, 368, 392, 416, 419, 434,		Sumpter Valley Ry. (X, 1963).....	248,
450, 453, 465, 504, 510, 534, 557, 560, 575, 630, 640		332, 390, 433, 464, 532, 574, 668	
Southern California Ry. (X, 1858).....	242,	Sunbury and Lewistown Ry. (II, 556)	156,
330, 388, 432, 463, 530, 573, 664		280, 406, 486, 548, 604	
Southern Central R. R. (X, 388).....	232	Sunbury, Hazleton and Wilkesbarre Ry. (II, 557)	156, 280, 406, 486, 548, 604
Southern Division Cumberland and Ohio R. R. (V, 1252)	198, 302, 418, 508, 559, 636	Suncook Valley R. R. (I, 33).....	126,
Southern Iowa R. R. (VI, 1557)	218	264, 398, 472, 540, 580	
Southern Kansas Ry. of Texas (VIII, 1620)	226	Suncook Valley Extension R. R. (I, 34) ...	126
Southern Oregon Co.'s Logging R. R. (X, 1951)	246	Superior Short Line Ry. (VI, 1407)	256
Southern Pacific Co. (IX, X, 1816)	238,	Superior Short Line Ry. of Minnesota (VI, 1408)	256
246, 250, 326, 332, 336, 384, 390, 392, 430, 433, 435,		Surry, Sussex and Southampton Ry. (IV, 1111)	190
461, 464, 465, 526, 532, 534, 571, 574, 575, 662, 666		Suspension Bridge and Erie Junction R. R. (II, 360).....	144
Southern Pacific R. R. of Arizona (X, 1959)	248,	Susquehanna and Buffalo R. R. (II, 682) ..	162,
332, 433, 532, 574, 668		284, 352, 408, 445, 490, 550, 612	
Southern Pacific R. R. (of California) (X, 1960)	248, 332, 433, 532, 574, 668	Susquehanna and Clearfield R. R. (II, 558) ..	156,
Southern Pacific R. R. of New Mexico (X, 1961)	248, 332, 433, 532, 574, 668	280, 406, 486, 548, 604	
Southern Pennsylvania Ry. and Mining Co. (II, 576).....	158, 280, 406, 488, 548, 606	Sussex R. R. (II, 313)	142,
Southern Ry. in Kentucky (V, 1320).....	202,	272, 346, 402, 442, 480, 544, 594	
304, 419, 510, 560, 640		Suwannee River Ry. (V, 1328)	202
Southern Ry. in Mississippi (V, 1321).....	202,	Swan Creek Ry. (III, 863)	174
304, 419, 510, 560, 640		Swan River Logging Co.'s R. R. (VI, 1559)	218
Southfield Branch R. R. (II, 675).....	162	Sylvania R. R. (V, 1329)	202
Southwest Pennsylvania Ry. (II, 555).....	156,	Syracuse and Baldwinsville Ry. (II, 306) ..	142,
280, 406, 486, 548, 604		272, 402, 480, 544, 592	
Southwestern R. R. (of Florida) (V, 1326) ..	202	Syracuse, Binghamton and New York R. R. (II, 314) ..	142, 272, 346, 402, 442, 480, 544, 594
Southwestern R. R. (of Georgia) (V, 1154) ..	192,	Syracuse, Geneva and Corning Ry. (II, 371)	144, 274, 403, 482, 545, 594
300, 417, 506, 558, 632		Tabor and Northern Ry. (VI, 1560)	218,
Southwestern Arkansas and Indian Territory Ry. (VIII, 1737)	232	316, 376, 424, 456, 518, 566, 650	
Spartanburg, Union and Columbia R. R. (IV, 1098)	254	Tacoma and Lake City R. R. and Navigation Co. (X, 1964).....	248,
Spokane and Palouse Ry. (X, 1913)	244,	332, 390, 433, 464, 532, 574, 668	
332, 432, 530, 573, 666		Tacoma, Lake Park and Columbia River Ry. (X, 1965)	248
Spokane Falls and Idaho R. R. (X, 1914) ..	244	Tacoma, Orting and Southeastern R. R. (X, 1915)	244
Spokane Falls and Northern Ry. (X, 1962) ..	248,	Talbotton R. R. (V, 1330)	202,
332, 390, 433, 464, 532, 574, 668		306, 368, 420, 453, 510, 561, 640	
Spuyten Duyvil and Port Morris R. R. (II, 486).....	150, 276, 405, 484, 546, 600	Tallahassee and Southeastern R. R. (V, 1331)	202
State Line R. R. (II, 700)	252	Tallasse and Montgomery Ry. (V, 1332) ..	202
State Line and Indiana City Ry. (III, 930) ..	178,	Tamaqua, Hazleton and Northern R. R. (II, 651).....	162, 282, 352, 408, 445, 490, 549, 610
292, 413, 498, 554, 622		Tampa and Thonotosassa R. R. (V, 1311) ..	200,
State Line and Sullivan R. R. (II, 427) ..	148,	304, 368, 419, 453, 510, 560, 640	
276, 404, 484, 546, 598		Tavares and Gulf R. R. (V, 1333).....	202
State University R. R. (IV, 1105)	190,	Taylor's Falls and Lake Superior R. R. (VI, 1550)	218, 314, 424, 518, 565, 650
298, 416, 504, 557, 630		Teche R. R. and Sugar Co. (IX, 1829)	238,
Staten Island Ry. (II, 677)	162,	328, 386, 431, 462, 528, 572, 662	
282, 408, 490, 550, 612		Tennessee Central R. R. (V, 1334)	202
Staten Island Rapid Transit R. R. (II, 676) ..	162,	Tennessee Coal, Iron, and R. R. Co. (V, 1335)	202
282, 352, 408, 445, 490, 550, 612		Tennessee Midland R. R. (V, 1284)	256,
Sterling Mountain Ry. (II, 678).....	162,	304, 366, 419, 452, 508, 559, 636	
284, 352, 408, 445, 490, 550, 612		Tennessee River, Ashville and Coosa Ry. (V, 1336).....	202
Stewartstown R. R. (II, 679).....	162,	Terminal R. R. Association of Saint Louis (VIII, 1739) ..	232, 322, 382, 429, 460, 524, 570, 658
284, 352, 408, 445, 490, 550, 612		Terre Haute and Indianapolis R. R. (III, VI, 964)	180, 218,
Stillmore Air Line Ry. (V, 1327)	202	250, 292, 316, 358, 376, 392, 413, 425, 434,	
Stillwater and Saint Paul R. R. (VI, 1549) ..	218,	448, 456, 465, 500, 518, 534, 554, 624, 650	
314, 424, 518, 565, 650		Terre Haute and Logansport R. R. (III, 966).....	180, 292, 413, 500, 554, 624
Stimson Mill Co.'s R. R. (X, 1941).....	258	Terre Haute and Peoria R. R. (VI, 1563) ..	218,
Stockbridge and Pittsfield R. R. (I, 137) ..	132,	316, 425, 518, 566, 650	
268, 400, 476, 542, 586		Texarkana and Fort Smith Ry. (VIII, 1676) ..	228,
Stony Brook R. R. (I, 21) ..	124, 264, 398, 472, 540, 580	322, 380, 428, 459, 522, 569, 656	
Stony Clove and Catskill Mountain R. R. (II, 691).....	164, 284, 352, 408, 445, 490, 550, 612	Texarkana and Shreveport R. R. (VIII, 1745)	232, 324, 382, 429, 460, 524, 570, 658
282, 352, 408, 445, 490, 549, 610		Texas and New Orleans R. R. (IX, 1827) ..	238,
Strasburg R. R. (II, 680).....	162	328, 384, 430, 461, 526, 572, 662	
Steubenville Extension of Pennsylvania R. R. (III, 949).....	180	Texas and Pacific Ry. (IX, 1830)	238,
Sturgis, Goshen and Saint Louis R. R. (III, 862).....	174, 290, 412, 496, 553, 620	328, 386, 431, 462, 528, 572, 662	
Stuttgart and Arkansas River R. R. (VIII, 1738) ..	232, 322, 382, 429, 460, 524, 569, 658	Texas and Sabine Valley Ry. (IX, 1838) ..	238
298, 362, 416, 450, 504, 557, 630		Texas Central R. R. (IX, 1832).....	238,
Suffolk and Carolina Ry. (IV, 1110).....	190,	328, 386, 431, 462, 528, 572, 662	
298, 362, 416, 450, 504, 557, 630		Texas City Terminal R. R. (IX, 1833).....	238
Sugar Land Ry. (IX, 1828).....	238,		
328, 386, 431, 461, 528, 572, 662			
Sugar Run R. R. (II, 681).....	162,		
284, 352, 408, 445, 490, 550, 612			
Sullivan County R. R. (I, 60).....	128,		
264, 342, 390, 440, 474, 541, 582			
Sulphur Mines R. R. (IV, 1024)	254		

	Page.		Page.
Texas, Louisiana and Eastern R. R. (IX, 1834).....	238, 328, 386, 431, 462, 528, 572, 662	Tunnel R. R. of Saint Louis (VIII, 1741) ..	232, 322, 429, 524, 570, 658
Texas Mexican Ry. (IX, 1835).....	238, 328, 386, 431, 462, 528, 572, 662	Tuscaloosa Belt Ry. (V, 1331)	256
Texas Midland R. R. (IX, 1836)	238, 328, 386, 431, 462, 528, 572, 662	Tuscarora Valley R. R. (II, 685).....	162, 284, 352, 408, 445, 490, 550, 612
Texas, Sabine Valley and Northwestern Ry. (IX, 1837) ..	238, 328, 386, 431, 462, 528, 572, 662	Tuskegee R. R. (V, 1338)	202, 306, 368, 420, 453, 510, 561, 640
Texas Tram and Lumber Co.'s Ry. (IX, 1839).....	240	Tyler Southeastern Ry. (IX, 1812).....	238, 326, 384, 430, 461, 526, 571, 662
Texas Transportation Co. (IX, 1808).....	258, 328, 384, 430, 461, 526, 572, 662	Tyrone and Clearfield Ry. (II, 561).....	156, 280, 406, 486, 548, 604
Texas Trunk R. R. (IX, 1840)	240, 328, 386, 431, 462, 528, 572, 662	Ulster and Delaware R. R. (II, 686)	164, 284, 352, 408, 445, 490, 550, 612
Texas Western Ry. (IX, 1841).....	240	Ultima Thule, Arkadelphia and Missis- sippi R. R. (VIII, 1746).....	232, 324, 382, 429, 460, 524, 570, 658
Thompson Run Coal and R. R. Co. (III, 872)	174	Unadilla Valley Ry. (II, 692)	164, 284, 352, 408, 445, 492, 550, 612
Tiadaghton and Fahnastalk Ry. (II, 683)	162	Union R. R. (of Baltimore) (II, 585)	158, 280, 350, 407, 444, 488, 548, 606
Ticonderoga R. R. (II, 293)	140, 272, 402, 480, 544, 592	Union R. R. (of New York) (II, 357).....	144, 274, 403, 482, 545, 594
Tifton and Northeastern R. R. (V, 1337) ..	202, 306, 368, 420, 453, 510, 561, 640	Union Depot Co. (Kansas City, Mo.) (VIII, 1747)	232
Tilton and Belmont R. R. (I, 35)	126	Union Depot and R. R. Co. of Denver (VIII, 1754)	234
Tintic Range Ry. (X, 1931)	246	Union Freight R. R. (I, 154)	132, 268, 344, 400, 441, 476, 542, 586
Tioga R. R. (II, 362)	144, 274, 348, 403, 443, 482, 545, 594	Union Pacific Ry. (VII, VIII, 1604) ..	224, 234, 240, 248, 250, 318, 324, 328, 332, 336, 378, 382, 386, 390, 392, 426, 429, 431, 433, 435, 458, 460, 462, 464, 465, 520, 524, 528, 532, 534, 567, 570, 572, 574, 575, 652, 658, 662, 668
Tionesta Valley Ry. (III, 967).....	180, 292, 358, 413, 448, 500, 554, 626	Union Pacific, Denver and Gulf Ry. (VIII, 1755)	234, 240, 324, 328, 382, 386, 429, 431, 460, 462, 524, 528, 570, 572, 658, 662
Tionesta Valley and Hickory Ry. (III, 968)	180, 292, 358, 413, 448, 500, 554, 626	Union Pacific, Lincoln and Colorado Ry. (VIII, 1756) ..	234, 324, 382, 429, 460, 524, 570, 658
Tionesta Valley and Salmon Creek Ry. (III, 969).....	180, 292, 358, 413, 448, 500, 554, 626	Union Point and White Plains R. R. (V, 1200).....	194, 302, 366, 418, 452, 508, 559, 634
Tipton R. R. (II, 559).....	156, 280, 406, 486, 548, 604	Union R. R., Elevator and Transporta- tion Co. (III, 976).....	182
Titusville, Cambridge and Lake Erie R. R. (III, 911)	176	Union River Logging R. R. (X, 1976)	248
Tivoli Hollow R. R. (II, 487).....	152, 276, 405, 484, 547, 600	Union Stock Yard and Transit Co. (VI, 1565)	218
Toledo and Michigan Belt R. R. (III, 905) ..	176	Union Terminal R. R. (II, 718).....	164
Toledo and Ohio Central Ry. (III, 970).....	180, 190, 250, 292, 298, 336, 358, 362, 392, 413, 416, 434, 448, 450, 465, 500, 504, 524, 554, 557, 575, 626	Union Terminal R. R. (VIII, 1679).....	228
Toledo and Ohio Central Extension R. R. (III, 972).....	182, 292, 358, 413, 448, 500, 554, 626	Union Transportation Co. (II, 693).....	164, 284, 352, 408, 445, 492, 550, 612
Toledo and Ohio Northern Ry. (III, 864) ..	174, 290, 412, 498, 553, 620	United New Jersey R. R. and Canal Co. (II, 562)	156, 280, 406, 486, 548, 604
Toledo, Ann Arbor and North Michigan Ry. (III, 969).....	10, 254, 292, 358, 413, 448, 500, 554, 626	United Railroads of Washington (X, 1916)	244
Toledo Belt Ry. (III, 985).....	182, 294, 414, 500, 555, 626	United States and Canada R. R. (II, 380) ..	146, 274, 348, 403, 443, 482, 545, 596
Toledo, Canada Southern and Detroit Ry. (III, 904)	176, 290, 412, 498, 553, 622	United Terminal Ry. (III, 977).....	182
Toledo, Peoria and Western Ry. (VI, 1564) ..	218, 316, 376, 425, 457, 518, 566, 650	United Verde and Pacific Ry. (X, 1977) ..	248, 334, 390, 433, 464, 532, 574, 668
Toledo, Saginaw and Muskegon Ry. (III, 836)	172, 288, 356, 411, 447, 496, 552, 618	Upper Coos R. R. (I, 56) ..	128, 264, 398, 474, 541, 582
Toledo, Saint Louis and Kansas City R. R. (III, VI, 973)	182, 218, 250, 292, 316, 336, 358, 376, 392, 414, 425, 434, 448, 457, 465, 500, 518, 534, 555, 566, 575, 626	Upson County R. R. (V, 1155).....	192
Toledo Southeastern Ry. (III, 974)	182, 294, 358, 414, 448, 500, 555, 626	Ursina and North Fork Ry. (II, 695).....	164, 284, 352, 408, 445, 492, 550, 612
Toledo, Walhonding Valley and Ohio R. R. (III, 932).....	178, 292, 413, 498, 554, 622	Utah Central Ry. (X, 1978)	248, 334, 390, 433, 464, 532, 574, 668
Toms River R. R. (II, 259).....	138	Utica and Black River R. R. (II, 484).....	150, 276, 405, 484, 546, 600
Toms River and Barnegat R. R. (II, 260) ..	138	Utica, Chenango and Susquehanna Valley Ry. (II, 307).....	142, 272, 402, 480, 544, 592
Traverse Bay and Copper Range R. R. (III, 975)	182	Utica, Clinton and Binghamton R. R. (II, 499)	152, 278, 405, 486, 547, 600
Traverse City R. R. (III, 939).....	178, 292, 413, 500, 554, 624	Valdosta Southern Ry. (V, 1339).....	202, 306, 368, 420, 453, 510, 561, 640
Tredeggar Mineral Ry. (V, 1183).....	194	Valentine Iron Co.'s R. R. (II, 696).....	164
Trenton Delaware Bridge Co. (II, 560).....	156, 280, 406, 486, 548, 604	Valley R. R. (of New York) (II, 308)	142, 272, 402, 480, 544, 592
Tresckow R. R. (II, 244) ..	138, 272, 402, 480, 544, 590	Valley R. R. (of Pennsylvania) (II, 697) ..	164, 284, 352, 408, 445, 492, 550, 612
Trinity, Cameron and Western R. R. (IX, 1842)	240	Valley R. R. (of Virginia) (IV, 1112).....	190, 298, 362, 416, 450, 504, 557, 630
Troy and Bennington R. R. (I, 83).....	128, 266, 399, 474, 541, 582	Valley Ry. (of Ohio) (III, 747)	252, 286, 354, 410, 446, 494, 551, 614
Troy and Green Bush R. R. (II, 488).....	152, 276, 405, 484, 547, 600	Vancouver, Klickitat and Yakima R. R. (X, 1979).....	248
Troy and Tiptonville R. R. (V, 1166).....	194, 300, 364, 417, 451, 506, 558, 634	Velasco Terminal Ry. (IX, 1846).....	240, 328, 386, 431, 462, 528, 572, 664
Troy Union R. R. (II, 489) ..	152, 278, 405, 484, 547, 600	Vermont and Massachusetts R. R. (I, 84) ..	128, 266, 399, 474, 541, 582
Tuckerton R. R. (II, 684).....	162, 284, 352, 408, 445, 490, 550, 612		

	Page.		Page.
Vermont Valley R. R. of 1871 (I, 59).....	128,	West Virginia and Pittsburgh R. R. (IV,	
264, 342, 399, 440, 474, 541, 582		1009).....	184, 296, 360, 415, 449, 502, 556, 626
Vernon, Greensburg and Rushville R. R.		West Virginia Central and Pittsburg Ry.	
(III, 794).....	170	(IV, 1116).....	190, 298, 362, 416, 450, 504, 557, 632
Vicksburg, Shreveport and Pacific R. R.		West Virginia Northern R. R. (IV, 1118).....	190,
(IX, 1847).....	240, 328, 386, 431, 462, 528, 572, 664	298, 362, 416, 450, 504, 557, 632	
Victoria and Western R. R. (IV, 1081).....	188	West Virginia, Pineville and Tennessee	
Vincetown Branch R. R. (II, 569).....	156,	R. R. (V, 1253).....	198, 304, 418, 508, 559, 636
280, 406, 488, 548, 604		West Virginia Southern Ry. (IV, 1119).....	190,
Vineland R. R. (II, 261).....	138	298, 362, 416, 450, 504, 557, 632	
Virginia and Truckee R. R. (X, 1980).....	248,	Westerman Coal and Iron R. R. (III, 816).....	170,
334, 390, 433, 464, 532, 574, 668		288, 411, 496, 552, 618	
Virginia Midland Ry. (IV, 1106).....	190,	Western and Atlantic R. R. (V, 1257).....	198
298, 416, 504, 557, 630		Western Maryland R. R. (II, 699).....	164,
Visalia R. R. (X, 1981).....	248,	284, 352, 408, 445, 492, 550, 612	
334, 390, 433, 464, 532, 574, 668		Western New York and Pennsylvania Ry.	
Visalia and Tulare R. R. (X, 1982).....	248,	(II, 708).....	164, 284, 352, 409, 445, 492, 550, 614
334, 390, 433, 464, 532, 574, 668		Western Pennsylvania R. R. (II, 571).....	156,
W. T. Smith Lumber Co.'s R. R. (V, 1340).....	202	280, 406, 488, 548, 606	
Wabash R. R. (III, VI, 978).....	182,	Western Ry. of Alabama (V, 1201).....	194,
218, 250, 294, 316, 336, 358, 376, 392, 414, 425, 434,		302, 366, 418, 452, 508, 559, 634	
448, 457, 465, 500, 518, 534, 555, 566, 575, 626, 650		Wharton Valley Ry. (II, 500).....	152,
Wabash, Chester and Western R. R. (VI,		278, 405, 486, 547, 600	
1572).....	220, 316, 376, 425, 457, 518, 566, 650	Wheeling and Elm Grove R. R. (II, 720).....	164
Waco and Northwestern R. R. (IX, 1848).....	240,	Wheeling and Lake Erie Ry. (III, 983).....	182,
328, 386, 431, 462, 528, 572, 664		294, 358, 414, 448, 500, 555, 626	
Wadley and Mount Vernon R. R. (V, 1341).....	202	Wheeling Bridge and Terminal Ry. (IV,	
Walla Walla and Columbia River R. R.		1120).....	190, 298, 362, 416, 450, 504, 557, 632
(X, 1974).....	248, 332, 433, 532, 574, 668	Wheeling, Pittsburgh and Baltimore R. R.	
Wallkill Valley R. R. (II, 494).....	152,	(II, 191).....	134, 270, 401, 478, 543, 588
278, 350, 405, 444, 484, 547, 600		Whippany River R. R. (II, 721).....	164,
Ware River R. R. (I, 11).....	124, 264, 398, 472, 540, 580	284, 352, 409, 445, 492, 550, 614	
Warren R. R. (II, 309).....	142, 272, 402, 480, 544, 592	White and Black River Valley Ry. (VIII,	
Warren Creek R. R. (X, 1983).....	248	1757).....	234, 324, 382, 429, 460, 524, 570, 660
Warrenton R. R. (IV, 1113).....	190,	White Castle and Lake Natchez Ry. (IX,	
298, 362, 416, 450, 504, 557, 630		1850).....	240
Washington and Columbia River Ry. (X,		Whitefield and Jefferson R. R. (I, 36).....	126
1984).....	248, 334, 390, 433, 464, 532, 574, 668	Wichita and Western Ry. (VIII, 1636).....	226,
Washington and Idaho R. R. (X, 1975).....	248,	320, 380, 427, 459, 522, 568, 654	
332, 433, 532, 574, 668		Wichita Falls Ry. (IX, 1791).....	236,
Washington and Potomac R. R. (II, 698).....	164,	326, 430, 526, 571, 660	
284, 352, 408, 445, 492, 550, 612		Wichita Valley Ry. (IX, 1851).....	240,
Washington, Alexandria and Mount Ver-		328, 386, 431, 462, 528, 572, 664	
non Ry. (IV, 1114).....	190,	Wilkes Barre and Eastern R. R. (II, 507).....	152,
298, 362, 416, 450, 504, 557, 630		278, 350, 405, 444, 486, 547, 600	
Washington City and Point Lookout R. R.		Wilkes Barre and Harveys Lake R. R. (II,	
(II, 189).....	134	428).....	148, 276, 404, 484, 586, 596
Washington County R. R. (II, 190).....	134,	Wilkesbarre and Scranton Ry. (II, 263).....	138,
270, 401, 478, 543, 588		272, 402, 480, 544, 590	
Washington Southern Ry. (II, 598).....	158,	Williams Valley R. R. (II, 722).....	164,
280, 407, 488, 548, 606		284, 352, 409, 445, 492, 550, 614	
Watauga R. R. (V, 1322).....	202, 304, 419, 510, 560, 640	Williamsport and North Branch R. R. (II,	
Watchung Branch R. R. (II, 349).....	144	723).....	164, 284, 352, 409, 445, 492, 550, 614
Watertown and Lake Kampeska Ry. (VI,		Williamsville, Greenville and Saint Louis	
1573).....	220	Ry. (VIII, 1758).....	234,
Waukegan and Mississippi Valley Ry.		324, 382, 429, 460, 524, 570, 660	
(VI, 1574).....	220, 316, 376, 425, 457, 518, 566, 650	Willmar and Sioux Falls Ry. (VI, 1447).....	210,
Waverly and State Line R. R. (II, 424).....	148,	312, 372, 423, 455, 514, 564, 646	
276, 404, 484, 546, 598		Wilmington and Northern R. R. (II, 724).....	164,
Waverly Short Line Ry. (VI, 1359).....	204,	284, 352, 409, 445, 492, 550, 614	
308, 421, 512, 562, 640		Wilmington and Weldon R. R. (IV, 1001).....	184,
Waycross Air Line R. R. (V, 1342).....	202	296, 415, 502, 556, 626	
Waynesburg and Washington R. R. (II,		Wilmington, Chadbourn and Conway R. R.	
518).....	152, 278, 350, 405, 444, 486, 547, 602	(IV, 1001).....	254
Weatherford, Mineral Wells and North-		Wilmington, Columbia and Augusta R. R.	
western Ry. (IX, 1849).....	240,	(IV, 1002).....	184, 296, 415, 502, 556, 626
328, 386, 431, 462, 528, 572, 664		Wilmington, Newbern and Norfolk Ry.	
Weehawken Branch R. R. (II, 363).....	144	(IV, 1121).....	190, 298, 362, 416, 450, 504, 557, 632
Wellington and Powellville R. R. (IV,		Wilmington Ry. Bridge Co. (IV, 1089).....	188,
1115).....	190	298, 416, 504, 557, 630	
Wellsville, Coudersport and Pine Creek		Wilmington Sea Coast R. R. (IV, 1122).....	190,
R. R. (II, 213).....	136, 279, 346, 401, 442, 478, 543, 590	298, 362, 416, 450, 504, 557, 632	
West Branch R. R. (of Pennsylvania) (II,		Wilson and Fayetteville R. R. (IV,	
334).....	142	1003).....	184
West Chester R. R. (II, 570).....	156,	Wilson and Summerton R. R. (IV, 1004).....	184
280, 406, 488, 548, 604		Wilton R. R. (I, 22).....	124, 264, 398, 472, 540, 580
West End R. R. (II, 262).....	138	Winchester and Potomac R. R. (IV, 1007).....	184,
West Jersey R. R. (II, 602).....	252,	296, 415, 502, 556, 626	
280, 350, 407, 444, 488, 548, 608		Winchester and Strasburg R. R. (IV, 1008).....	184,
West Jersey and Atlantic R. R. (II, 604).....	252,	296, 415, 502, 556, 626	
280, 407, 488, 548, 608		Wind Gap and Delaware R. R. (II, 242).....	138,
West Jersey and Seashore R. R. (II, 599).....	158,	272, 402, 480, 544, 590	
280, 352, 407, 444, 488, 548, 608		Winifrede R. R. (IV, 1123).....	190,
West Range R. R. (VI, 1575).....	220	298, 362, 416, 450, 504, 557, 632	
West Shore R. R. (II, 490).....	152, 278, 405, 484, 547, 600	Winona and Saint Peter R. R. (VI, 1384).....	206
West Stockbridge R. R. (I, 138).....	132,	Winona and Western Ry. (VI, 1576).....	220,
268, 400, 476, 542, 586		316, 376, 425, 457, 518, 566, 650	

	Page		Page
Winona Bridge Ry. (VI, 1577)	220,	Worcester, Nashua and Rochester R. R.	
316, 376, 425, 457, 518, 566, 650		(I, 47)	126, 264, 398, 472, 540, 582
Winston and Bone Valley R. R. (V, 1312) ..	200,	Wrightsville and Tennille R. R. (V, 1343) ..	202,
304, 368, 419, 453, 510, 560, 640		306, 368, 420, 453, 510, 561, 640	
Winton R. R. (IV, 1124)	190	Wyandotte Logging R. R. (VIII, 1759)	234
Wiscasset and Quebec R. R. (I, 155)	132	Yankton and Western Ry. (VI, 1585)	220
Wisconsin and Chippewa Ry. (VI, 1578) ..	220,	Yazoo and Mississippi Valley R. R. (V,	
316, 376, 425, 457, 518, 566, 652		1221)	196, 302, 366, 418, 452, 508, 559, 636
Wisconsin and Michigan Ry. (VI, 1579) ..	220,	Yellow River R. R. (V, 1344)	202
316, 376, 425, 457, 518, 566, 652		York Harbor and Beach R. R. (I, 61)	128,
Wisconsin Central Co. (VI, 1580)	220,	264, 342, 399, 440, 474, 541, 582	
316, 376, 425, 457, 518, 566, 652		York Southern R. R. (II, 725)	164
Wisconsin Central R. R. (VI, 1582)	220,	284, 352, 409, 445, 492, 550, 614	
316, 376, 425, 457, 518, 566, 652		Youghiogheny R. R. (II, 726)	164
Wisconsin Midland R. R. (VI, 1412)	208	Youghiogheny and Wick Haven R. R. (II,	
Wisconsin, Minnesota and Pacific R. R.		727)	164, 284, 352, 409, 445, 492, 550, 614
(VI, 1498)	214, 314, 374, 424, 456, 516, 565, 648	Youghiogheny Central Ry. (II, 728)	164
Wood River Branch R. R. (I, 156)	132,	Youghiogheny Northern R. R. (III, 871) ..	174
268, 344, 400, 441, 476, 542, 586		Youngstown and Austintown Ry. (III, 817)	170
Woodstock Ry. (I, 157)	132,	Yreka R. R. (X, 1985)	248,
268, 344, 400, 441, 476, 542, 586		334, 390, 433, 464, 532, 574, 668	
Woonsocket and Pascoag R. R. (I, 114)	130,	Zanesville and Ohio River Ry. (III, 986) ..	182,
266, 399, 474, 541, 584		294, 358, 414, 448, 500, 555, 626	
Worcester and Shrewsbury R. R. (I, 159) ..	132	Zanesville Terminal Ry. (III, 804)	170



GENERAL INDEX.

- Abandoned roads, 18.
- Abbreviated names of roads, explanation of, 123.
- Accidents, at highway crossings, 88-95, 98, 99, 101, 102.
 at stations, 88-95, 98, 99, 101, 102.
 due to collisions, 88-95, 98, 99, 101, 102.
 due to other causes, 88-95, 98, 99, 101, 102.
 due to overhead obstructions, 88-95, 98, 101.
 other train, 88-95, 98, 99, 101, 102.
- Accidents, railway, 86-102.
 classification of, by groups—employees, 100, 101.
 classification of, by groups—others, 102.
 comparative summary of, for the years ending June 30, 1896-1888, 87.
 comparative summary of, showing number of employees, trainmen, and passengers for one killed and for one injured in the United States for the years ending June 30, 1896-1890, 97.
 conditions affecting, 97.
 summary of, by groups, 89-95.
 summary of, by groups—employees, 98.
 summary of, by groups—others, 99.
 summary of, by groups—passengers, 99.
 summary of, showing number of employees and passengers for one killed, injured, etc.—United States and by groups, 96.
 summary of—United States, 88.
- Accidents, resulting from coupling and uncoupling cars, 88-95, 98, 100.
 resulting from derailments, 88-95, 98, 99, 101, 102.
 resulting from falling from trains and engines, 88-95, 98, 100.
 to employees, 87-98, 100, 101.
 to other persons, 87-96, 99, 102.
 to passengers, 87-97, 99.
 to persons other than employees and passengers, basis of classification of, 87.
- Accrued interest on funded debt, not yet payable, covered by general balance sheet, 83.
- Adams, Henry C., Statistician, 104, 113, 119.
- Adjustment of capital accounts of roads in hands of receivers, 10.
- Aggregate increase in railway capital, 47.
- Aggregate increase in railway mileage, 12, 13.
 per cent of, 12.
 per cent of, for 1895, 12.
 per cent of, for 1894, 12.
- Aggregate of railway mileage (all tracks), 14.
 increase in, 14.
- Alabama, 11.
- Alaska, 12.
- All employees, number injured, 96.
 number killed, 96.
 number of, for one injured, 96, 97.
 number of, for one killed, 96, 97.
- All other employees and laborers, average daily compensation of, 40, 41.
 number of, 36, 37, 38.
 number of, per 100 miles of line, 36, 37, 38.
 yearly compensation of, 43, 44.
- All tracks, total mileage operated, 14.
- Alphabetical arrangement of names of roads, 123.
- Amendments to Act to Regulate Commerce recommended, 103.
- Analysis of earnings from operation, comparative summary of earnings and income and, for the years ending June 30, 1896 and 1895, 66.
- Analysis of earnings from operation, summary of earnings and income and, by groups, 67, 68, 69.
- Analysis of fixed charges, summary of expenditures and, by groups, 77, 78, 79.
- Analysis of funded debt, 51.
- Analysis of operating expenses, comparative summary of expenditures and, for the years ending June 30, 1896 and 1895, 71.
- Analysis of operating expenses, summary of expenditures and, by groups, 72, 73, 74.
- Appendix A.—Summary showing Railways in the Hands of Receivers on June 30, 1896, 105-109.
- Appendix B.—Decisions upon Questions Raised under the Classification of Operating Expenses, Cases 20 to 36, 111-116.
- Appendix C.—Decisions upon Questions Raised under the Classification of Operating Expenses, Cases 37 to 47, 117-120.
- Arabic numerals, Roman and, use of, 672.
- Arizona, 12.
- Arkansas, 11.
- Arrangement of roads in tables, 123.
- Assets, covered by general balance sheet, 83.
 increase in, 83.
- Assignment of Equipment per 100 Miles to Length of Line, by Groups, 23.
- Assignment of Equipment to Amount of Traffic, by Groups, 23.
- Auditors in employ of receivers in making reports, difficulties of, 10.
- Automatic coupler, classification of cars in company's service, cars leased, and cars in fast freight line service, fitted with, by groups, 35.
 classification of cars in freight service fitted with, by groups, 35.
 classification of cars in passenger service fitted with, by groups, 34.
 comparative statement of equipment, and of equipment fitted with train brake and, for the years ending June 30, 1896-1889, 24.
 comparative summary of equipment fitted with, showing kind of coupler used, for the years ending June 30, 1896-1889, 31, 32, 33.
 equipment fitted with, 24, 25, 26, 27.
 equipment fitted with, increase in, 24, 25, 26, 27.
 locomotives not fitted with, 27.
 summary of equipment fitted with—cars, 27.
 summary of equipment fitted with—locomotives, 26.
 summary of equipment fitted with, showing kind of coupler used, by groups, 29, 30.
- Average cost of running a train one mile, all trains, 81.
- Average daily compensation of railway employees, basis for computing, 42.
 difficulty in obtaining correct, 42.
- Average daily compensation of railway employees, comparative summary of, for the years ending June 30, 1896-1892, 40, 41.
- Average haul per ton, 59, 60, 61.
 increase in, 60.
- Average journey per passenger, 59, 60, 61.
 increase in, 60.
- Average number of passengers in a train, 59, 60, 61.
 increase in, 60.
- Average number of tons in a train, 59, 60, 61.
 increase in, 60.
- Average rate paid on dividend-paying stock, 52.
- Average revenue from each passenger carried, 81.
- Average revenue from each ton of freight, 82.
- Balance sheet, general, for the year ending June 30, 1896, 83.
 mileage covered by, 83.
- Betterment, in financial condition of railways, 10.
 of established lines, curtailment of, 14.

- Bold-face type, use of, 76, 123, 467.
- Bonds, amount of, 46, 49, 51, 55, 56.
classification of, by rate of interest, by groups, 55, 56.
income from, 70.
not owned by railway corporations, amount of, 49.
paying no interest, 51, 55.
paying no interest, amount of, in the hands of the public, 52.
- Bonds, income, amount of, 46, 51, 57, 58.
classification of, by rate of interest, by groups, 57, 58.
increase in, 48.
paying no interest, 51, 57.
paying no interest, per cent of, 51, 57.
- Bonds, mortgage, decrease in, 48.
- Bonds, owned, covered by general balancesheet, 83.
increase in, 86.
- Bonds owned by railway corporations, amount of, 49, 50.
increase in, 50, 86.
rate of interest paid on, 55.
- Bonds, stocks, and comparative summary of ownership of railway, for the years ending June 30, 1886-1889, 49.
increase in amount of, owned by railway corporations, 49.
owned by railways, summary of, by groups, 50.
- Bulletin numbers 2 and 3, 112-113.
- Bureau of Statistics and Accounts, 103.
resolution by convention of State railroad commissioners in favor of, 103.
- Burleigh, W. E., Assistant Statistician, acknowledgments to, 104.
- Business depression, 14, 83, 84, 85, 86.
summary illustrating the effect of, on the operations of railways, 84, 85, 86.
- Business done, 84, 85.
- California, 11, 13.
- Capitalization and Valuation of Railway Property, 45-59.
- Capitalization of railways in the hands of receivers, total, 10.
decrease in, 10.
- Capital accounts of roads in hands of receivers, adjustment of, 10.
- Capital, railway, aggregate amount of, 47.
cause of duplication in, 83.
charges against income on account of, for the year ending June 30, 1896, 59.
excess of increase in, compared with funded debt, 47.
increase in, 47.
per cent of group, 46, 47.
per mile of line, 46, 47, 48.
summary of, by groups, 46, 47.
total, 47.
- Capital stock and funded debt per mile of line for the years ending June 30, 1896 and 1895, comparative summary showing the amount of, 48.
- Capital stock, by rate of dividend, by groups, 53, 54.
covered by general balance sheet, 83.
of railways in the hands of receivers, 10.
paying no dividend, amount of, 50, 51.
paying no dividend, amount of, in hands of the public, 52.
paying no dividend, per cent of, 50, 51, 53.
summary showing amount and per cent of, paying dividends, and amount and rate per cent of dividends paid, for the years ending June 30, 1896-1889, 52.
summary showing per cent of, paying no dividends, for the years ending June 30, 1896-1890, by groups, 52.
- Carpenters, average daily compensation of, 40, 41.
number of, 36, 37, 38.
number of, per 100 miles of line, 36, 37, 38.
yearly compensation of, 43, 44.
- Carriers by water, 103.
- Cars fitted with automatic coupler, summary of, 27.
fitted with train brake, summary of, 26.
- Cars, freight, per 100 miles of line, 23.
freight, per 1,000,000 tons of freight carried, 23, 24.
freight, per 1,000,000 tons of freight carried, decrease in, 23.
- Cars in company's service, cars leased, and cars in fast-freight line service fitted with automatic coupler, classification of, by groups, 35.
fitted with train brake, classification of, by groups, 34.
- Cars in company's service fitted with automatic coupler, 27.
increase in, 27.
- Cars in company's service fitted with train brake, 26.
increase in, 26.
- Cars in company's service, number of, 22.
increase in, 22.
number of, per 100 miles of line, 23.
- Cars in fast-freight line service, number of, 22.
decrease in, 22.
- Cars in freight service fitted with automatic coupler, classification of, by groups, 35.
fitted with train brake, classification of, by groups, 34.
number of, 22.
- Cars in passenger service fitted with automatic coupler, classification of, by groups, 34.
fitted with train brake, classification of, by groups, 33.
number of, 22, 27.
number of, decrease in, 22.
- Cars in railway service, total number of, 22.
increase in, 22.
per 100 miles of line, 23.
per 100 miles of line, decrease in, 23.
- Cars leased, number of, 22.
decrease in, 22.
- Cars, passenger, per 100 miles of line, 23.
passenger, per 1,000,000 passengers carried, 23, 24.
passenger, per 1,000,000 passengers carried, decrease in, 23.
- Cars, summary of, by groups, 22.
- Cash and current assets, covered by general balance sheet, 83.
increase in, 86.
- Casualties to persons other than employees and passengers, basis of classification of, 87.
- Chairman of Interstate Commerce Commission, 5.
- Changes in list of railways during the years ending June 30, 1896 and 1895, summary of, 18.
- Charges against Income on Account of Railway Capital during the Year ending June 30, 1896, 59.
- Charges fixed, 64, 71, 72, 73, 74, 77, 78, 79.
designation of, 77, 78, 79.
proportion of, to total expenses, 71, 72, 73, 74.
- Classification of Bonds by Rate of Interest, by Groups, 55, 56.
- Classification of Cars in Company's Service, Cars Leased, and Cars in Fast-Freight Line Service, Fitted with Automatic Coupler, by Groups, 35.
- Classification of Cars in Company's Service, Cars Leased, and Cars in Fast-Freight Line Service, Fitted with Train Brake, by Groups, 34.
- Classification of Cars in Freight Service Fitted with Automatic Coupler, by Groups, 35.
- Classification of Cars in Freight Service Fitted with Train Brake, by Groups, 34.
- Classification of Cars in Passenger Service Fitted with Automatic Coupler, by Groups, 34.
- Classification of Cars in Passenger Service Fitted with Train Brake, by Groups, 33.
- Classification of Employees, by Groups and per 100 Miles of Line, 37, 38.
- Classification of Funded Debt, Exclusive of Equipment Trust Obligations, by Rate of Interest, by Groups, 54, 55.
- Classification of Income Bonds by Rate of Interest, by Groups, 57, 58.
- Classification of Mileage according to Organization for Operation, 15.
- Classification of Miscellaneous Obligations by Rate of Interest, by Groups, 56, 57.
- Classification of Railway Accidents, by Groups—Employees, 100, 101.
- Classification of Railway Accidents, by Groups—Others, 102.
- Classification of Railways, 15-20.
- Classification of Railways on the Basis of Operated Mileage for the Years ending June 30, 1896, 1895, 1894, 1893, 1892, 1891, and 1890, 19, 20.

- Classification of Roads according to Organization for Operation, 17.
- Classification of Roads according to Organization for Operation, by Groups, 18.
- Classification of Stocks by Rate of Dividend, by Groups, 53, 54.
- Clements, Hon. Judson C., Commissioner, 5.
- Collisions, casualties resulting from, 88-95, 98, 99, 101, 102.
- Colorado, 11.
- Commercial depression, 14, 83, 84, 85, 86.
- Commissioners of Interstate Commerce, 5.
- Common stock, amount of, 46.
dividends paid on, 59.
- Companies, express, 103.
- Comparative Condensed Income Account for the Years ending June 30, 1896, 1895, 1894, 1893, 1892, 1891, and 1890, 63.
- Comparative Statement of Equipment, and of Equipment Fitted with Train Brake and Automatic Coupler, for the Years ending June 30, 1896, 1895, 1894, 1893, 1892, 1891, 1890, and 1889, 24.
- Comparative Summary of Average Daily Compensation of Railway Employees for the Years ending June 30, 1896, 1895, 1894, 1893, and 1892, 40, 41.
- Comparative Summary of Earnings and Income and Analysis of Earnings from Operation for the Years ending June 30, 1896 and 1895, 66.
- Comparative Summary of Employees, by Class and per 100 Miles of Line, for the Years ending June 30, 1896, 1895, 1894, 1893, 1892, 1891, and 1890, 36.
- Comparative Summary of Equipment Fitted with Automatic Coupler, showing kind of Coupler Used, for the Years ending June 30, 1896, 1895, 1894, 1893, 1892, 1891, 1890, and 1889, 31.
- Comparative Summary of Expenditures and Analysis of Operating Expenses for the Years ending June 30, 1896 and 1895, 71.
- Comparative Summary of Ownership of Railway Stocks and Bonds for the Years ending June 30, 1896, 1895, 1894, 1893, 1892, 1891, 1890, and 1889, 49.
- Comparative Summary of Passenger and Freight Service for the Years ending June 30, 1896, 1895, 1894, 1893, 1892, 1891, and 1890, 59, 60.
- Comparative Summary of Railway Accidents for the Years ending June 30, 1896, 1895, 1894, 1893, 1892, 1891, 1890, 1889, and 1888, 87.
- Comparative Summary of Results Deduced from Table III and Table IV for the Years ending June 30, 1896, 1895, 1894, 1893, 1892, 1891, and 1890, 81.
- Comparative Summary showing Number of Employees, Trainmen, and Passengers for one Killed and one Injured in the United States, for the Years ending June 30, 1896, 1895, 1894, 1893, 1892, 1891, and 1890, 97.
- Comparative Summary showing the Amount of Capital Stock and Funded Debt per Mile of Line for the Years ending June 30, 1896 and 1895, 48.
- Compensation of railway employees, averaged daily, comparative summary of, for the years ending June 30, 1896-1892, 40, 41.
- Compensation paid railway employees, summary showing amount of, for the years ending June 30, 1896 and 1895, by groups, 43, 44.
- Conclusion, 104.
- Condensed Income Account, by Groups, 65, 66.
- Condensed Statement of Stocks and Funded Debt, Classified by Rate of Dividend or Interest, 50, 51.
- Conducting Transportation, expenditures chargeable to, 71, 72, 73, 74, 75, 76.
increase in expenditures chargeable to, 71.
increase in expenditures chargeable to, explained, 65.
number of employees assigned to, 39.
number of employees assigned to, per 100 miles of line, 39.
proportion of expenses chargeable to, to total expenditures, 71, 72, 73, 74.
proportion of expenditures chargeable to, to total operating expenses, 71, 72, 73, 74.
- Conductors, average daily compensation of, 40, 41.
average number of days worked, 45.
number of, 36, 37, 38.
number of, per 100 miles of line, 36, 37, 38.
yearly compensation of, 43, 44.
- Connecticut, 11.
- Consolidated roads, number of, 18.
- Construction, decrease in railway, 12, 13.
- Contents, 7.
- Contingent money rental, number of roads operated under, 17, 18.
- Contract, mileage operated under, 15.
decrease in, 16.
- Corporations, companies, or persons owning depot property, stock yards, elevators, etc., 103.
owning rolling stock, 103.
- Corporations, railway, bonds owned by, 49, 50.
stocks owned by, 49, 50.
total number of, 17.
- Cost of equipment covered by general balance sheet, 83.
roads covered by general balance sheet, 83.
- Coupling and uncoupling cars, casualties resulting from, 88-95, 98, 100.
- Current liabilities, amount of, 47.
covered by general balance sheet, 83.
excluded from railway capital, 45.
interest on interest-bearing, 59, 77, 78, 79.
- Curtailment in betterment of established lines, 14.
- Decisions upon questions raised under the classification of operating expenses, 111-120.
- Decline in dividend-paying stock, arrest of, 52.
- Deductions from income, total, 63, 64, 65, 66.
decrease in, 63, 85.
increase in, 85.
- Deductions from income, total, per mile of line operated, 63, 65, 66.
decrease in, 63.
- Deductions, other, 78, 79.
- Deficit from operations, 63, 65, 66, 86.
for the two years, 1895 and 1894, 58.
per mile of line operated, 63, 65, 66.
- Deficit in net income, 65, 66.
- Delaware, 11.
- Delinquent lines, one of the satisfactory results of having instituted legal proceedings against, 16.
- Density of employees, 39.
- Density of equipment, 23, 24.
- Density of freight traffic, increase in, 60, 61.
- Depot property, corporations, companies, or persons owning, 103.
- Depression, business, 14, 83, 84, 85, 86.
- Derailments, casualties resulting from, 88-95, 98, 99, 101, 102.
- Designation of fixed charges, 77, 78, 79.
- Dispatchers, telegraph operators and, average daily compensation of, 40, 41.
number of, 36, 37, 38.
number of, per 100 miles of line, 36, 37, 38.
yearly compensation of, 43, 44.
- Distribution of Employees for the Year ending June 30, 1896, by Groups, 39.
- District of Columbia, 12.
- Divergence of conditions under which railways are operated, 39.
- Dividend, classification of stocks by rate of, by groups, 53, 54.
- Dividend or interest, condensed statement of stocks and funded debt classified by rate of, 50, 51.
- Dividend paid on stock, rates of, 50, 53, 54.
- Dividend paying stock, average rate paid on, 52.
decline in, arrested, 52.
- Dividends, amount of stock paying, 52.
amount paid in, 52, 64.
paid on common stock, 59.
paid on preferred stock, 59.
summary showing amount and per cent of capital stock paying, and amount and rate per cent of dividends paid, for the years ending June 30, 1896-1888, 52.
summary showing per cent of capital stock paying no, for the years ending June 30, 1896-1890, by groups, 52.
- Dividends, total (including "other payments from net income"), 63, 65, 66.
increase in, 63.

- Dividends, total (including "other payments from net income"), per mile of line operated, 63, 64, 65, 66.
- Duplication, in income account, extent of, 62.
in number of and amounts paid to general officers, 45.
in railway capital, cause of, 83.
- Earnings and Expenses, 62-80.
- Earnings and income, total, 66, 67, 68, 69.
comparative summary of, and analysis of earnings from operation, for the years ending June 30, 1896 and 1895, 66.
increase in, 66.
summary of, and analysis of earnings from operation, by groups, 67, 68, 69.
- Earnings, freight, per mile of road, 82.
- Earnings from operation, freight service, 66, 67, 68, 69.
increase in, 66.
per cent of, 80.
- Earnings from operation, gross, 63, 64, 65, 66, 67, 68, 69.
decrease in, 85.
increase in, 63, 64, 66, 85.
- Earnings from operation, other, 66, 67, 68, 69.
increase in, 66.
per cent of, 80.
- Earnings from operation, passenger service, 66, 67, 68, 69.
increase in, 66.
per cent of, 80.
- Earnings from operation, summary showing proportion of, assignable to passenger and freight service, and percentage of operating expenses to operating income, by groups, 80.
- Earnings from operation, total, 63, 64, 65, 66, 67, 68, 69.
increase in, 63, 64, 66, 85.
per mile of line operated, 63, 64, 65, 66.
- Earnings from operation, unclassified, 66, 67, 68, 69.
increase in, 66.
- Earnings, net, amount of, 63, 64, 65, 66.
decrease in, 85.
increase in, 63, 64, 85.
- Earnings, passenger, per mile of road, 81.
- Economy of railway equipment, increase in, 24.
- Employees, accidents to, 87-95, 96, 98, 100, 101.
- Employees, account of floating equipment, average daily compensation of, 40, 41.
number of, 36, 37, 38, 39.
number of, per 100 miles of line, 36, 37, 38, 39.
yearly compensation of, 43, 44.
- Employees and passengers, summary of railway accidents showing number of, for one killed, injured, etc., United States and by groups, 96.
- Employees assigned to conducting transportation, 39.
assigned to general administration, 39.
assigned to maintenance of equipment, 39.
assigned to maintenance of way and structures, 39.
- Employees, basis for computing average daily compensation of, 42.
classification of, by groups and per 100 miles of line, 37, 38.
comparative summary of, by class and per 100 miles of line, for the years ending June 30, 1896-1890, 36.
decrease in, 84.
density of, 39.
distribution of, for the year ending June 30, 1896, by groups, 39.
increase and decrease in number of, by groups and per 100 miles of line, 37, 38.
increase in, 37, 38.
- Employees, number of, 36, 37, 38, 39.
number of, compared with 1893, 37.
number of, for one injured, 96, 97.
number of, for one killed, 96, 97.
number of, injured, 87-95, 96, 98, 100, 101.
number of, injured, increase in, 87.
number of, killed, 87-95, 96, 98, 100, 101.
number of, killed, increase in, 87.
number of, per 100 miles of line, 36, 37, 38, 39.
percentage of, increase in, 37, 38.
- Employees per 100 miles of line, 36, 37, 38, 39.
- Employees, railway, comparative summary of average daily compensation of, for the years ending June 30, 1896-1892, 40, 41.
- Employees, summary of railway accidents to, by groups, 98.
- Employees, trainmen, and passengers for one killed and for one injured in the United States, for the years ending June 30, 1896-1890, comparative summary showing number of, 97.
- Employees, unclassified, number of, 39.
- Employees, yearly compensation of, 43, 44.
- Enginemen, average daily compensation of, 40, 41, 42.
average number of days worked by, 45.
number of, 36, 37, 38.
number of, per 100 miles of line, 36, 37, 38, 39.
yearly compensation of, 43, 44.
- Equipment, 20-35.
assignment of, per 100 miles of, to length of line, by groups, 23.
assignment of, to amount of traffic, by groups, 23.
- Equipment, comparative statement of, and of equipment fitted with train brake and automatic coupler, for the years ending June 30, 1896-1889, 24.
- Equipment, comparative summary of, fitted with automatic coupler, showing kind of coupler used, for the years ending June 30, 1896-1889, 31, 32, 33.
- Equipment, cost of, covered by general balance sheet, 83.
density of, 23, 24.
expenditures chargeable to maintenance of, 71, 72, 73, 74, 75.
- Equipment fitted with automatic coupler, 24, 25, 26, 27, 28.
increase in, 24, 25, 26, 27, 28.
- Equipment fitted with automatic coupler, summary of, showing kind of coupler used, by groups, 29, 30.
- Equipment fitted with train brake, 24, 25, 26, 27.
increase in, 24, 25, 26, 27.
- Equipment fitted with train brake, summary of, showing kind of brake used, 28.
- Equipment, per cent of decrease in, 84.
per cent of increase in, 84.
- Equipment, summary of, by groups—cars, 22.
summary of, by groups—locomotives, 21.
summary of, fitted with automatic coupler—cars, 27.
summary of, fitted with automatic coupler—locomotives, 26.
summary of, fitted with train brake—cars, 26.
- Equipment, summary of, fitted with train brake—locomotives, 25.
- Equipment, total, 24.
decrease in, 24.
increase in, 24.
- Equipment trust obligations, amount of, 46.
- Expenditures, all roads, total, 71.
- Expenditures chargeable to conducting transportation, 71, 72, 73, 74, 75, 76.
increase in, 71.
proportion of, to total expenditures, 71, 72, 73, 74.
proportion of, to total operating expenses, 71, 72, 73, 74.
- Expenditures chargeable to general expenses, 71, 72, 73, 74, 76.
increase in, 71.
proportion of, to total expenditures, 71, 72, 73, 74.
proportion of, to total operating expenses, 71, 72, 73, 74.
- Expenditures chargeable to maintenance of equipment, 71, 72, 73, 74, 75, 76.
increase in, 71.
proportion of, to total expenditures, 71, 72, 73, 74.
proportion of, to total operating expenses, 71, 72, 73, 74.
- Expenditures chargeable to maintenance of way and structures, 71, 72, 73, 74, 75, 76.
increase in, 71.
proportion of, to total expenditures, 71, 72, 73, 74.
proportion of, to total operating expenses, 71, 72, 73, 74.
- Expenditures, comparative summary of, and analysis of operating expenses for the years ending June 30, 1896, and 1895, 71.

- Expenditures, operating roads, total, 71.
 proportion of, assignable to fixed charges, by groups, 78, 79.
 proportion of, assignable to operation, by groups, 78, 79.
- Expenditures, comparative summary of, and analysis of operating expenses for the years ending June 30, 1896, and 1895, 71.
- Expenditures, summary of, and analysis of fixed charges, by groups, 77, 78, 79.
 summary of, and analysis of operating expenses, by groups, 72, 73, 74.
 unclassified, 71, 72, 73, 74, 76.
- Expenses, earnings and, 62-80.
- Expenses, general, 71, 72, 73, 74, 76.
- Expenses, operating, 63, 64, 65, 66, 71, 72, 73, 74, 75, 76.
 decrease in, 85.
 increase in, 63, 64, 85.
- Expenses, operating, analysis of, and summary of expenditures, by groups, 72-74.
- Expenses, operating, analysis of, and comparative summary of expenditures, for the years ending June 30, 1896, and 1895, 71.
- Expenses, operating, of railways in the United States, summary showing classification of, for the years ending June 30, 1896, and 1895, 75, 76.
- Expenses, operating, percentage of, to operating income, by groups, 80.
 operating, percentage of, to operating income, total, 81.
- Expenses, operating, per mile of line operated, 63, 64, 65, 66.
 increase in, 63.
- Expenses, operating, total, 45, 63, 64, 65, 66, 71, 72, 73, 74, 75, 76.
 decrease in, 85.
 increase in, 63, 85.
 increase in, accounted for, 72.
 per cent of wages and salaries of, 45.
- Expenses, total, proportion of, assignable to fixed charges, 78, 79.
 proportion of, assignable to operation, 78, 79.
- Expenses, unclassified, 71, 72, 73, 74, 76.
- Explanatory Note, Index to Railways, 664.
 Table I, 123.
 Table II, 263.
 Table III-A, 341.
 Table III-B, 397.
 Table IV-A, 439.
 Table IV-B, 469.
 Table V, 539.
 Table VI, 579.
- Express companies, 103.
- Express, revenue from carrying, 66, 67, 68, 69.
 increase in, 66.
 proportion of, to total earnings, 66, 67, 68, 69.
 proportion of, to total earnings and income, 66, 67, 68, 69.
- Extension of railway facilities in Southern States, 13.
- Extra baggage and storage, 341.
- Falling from trains and engines, casualties resulting from, 88-95, 98, 100.
- Fast freight line service, cars in, fitted with automatic coupler, 27, 35.
 increase in, 27.
- Fast freight line service, cars in, fitted with train brake, 26, 34.
 increase in, 26.
- Fast freight line service, cars in, number of, 22.
- Fast freight line service, nature of, 21.
- Financial condition of railways, betterment in, 10.
- Financial reports, number of roads rendering, 17.
- Financiering, unusual tendency of railway, 47.
- Firemen, average daily compensation of, 40, 41.
 number of, 36, 37, 38.
 number of, per 100 miles of line, 36, 37, 38.
 yearly compensation of, 43, 44.
- Fixed charges, 64, 71, 72, 73, 74, 77, 78, 79.
- Fixed charges, analysis of, and summary of expenditures, by groups, 77, 78, 79.
 designation of, 77, 78, 79.
 operating expenses and, total, 78, 79, 80.
 proportion of total expenses assignable to, 78, 79, 80.
 subsidiary roads, 71, 72, 73, 74.
- Fixed money rental, roads operated under, number of, 17, 18.
- Flagmen, switchmen, watchmen and, average daily compensation of, 41, 40.
 average number of days worked by, 45.
 number of, 36, 37, 38.
 number of, per 100 miles of line, 36, 37, 38.
 yearly compensation of, 43, 44.
- Floating equipment, employees—account of, 36, 37, 38, 40, 41, 43, 44.
- Florida, 11, 13.
- Fourth track, mileage of, 14.
 increase in, 14.
- Freight, average number of tons of, in train, 59, 60, 61.
 average number of tons of, in train, increase in, 60.
 carried, tons of, 59, 60, 61.
 carried, tons of, increase in, 60.
 carried one mile, tons of, 59, 60, 61.
 carried one mile, tons of, increase in, 60.
 carried one mile per mile of line, 59, 60, 61.
 carried one mile per mile of line, increase in, 60.
- Freight cars fitted with automatic coupler, 27, 28, 35.
 increase in, 27, 28.
 net increase in, 28.
- Freight cars fitted with train brake, 26, 27, 34.
 increase in, 26, 27.
 net increase in, 27.
- Freight cars not fitted with train brake, 27.
- Freight cars, number of, 22, 27, 28.
 increase in, 22, 27, 28.
 per 100 miles of line, 23.
 per 1,000,000 tons of freight carried, 23, 24.
 per 1,000,000 tons of freight carried, decrease in, 23.
- Freight earnings, per cent of, 80.
 per mile of road, 82.
- Freight equipment, amount paid outside companies and corporations for hire of, 24.
 not all included in reports of the railway, 24.
- Freight locomotives fitted with automatic coupler, 26, 27.
 increase in, 26, 27.
- Freight locomotives fitted with train brake, 25, 27.
 increase in, 25, 27.
- Freight locomotives not fitted with train brake, 27.
- Freight locomotives, number of, 21, 27.
 increase in, 21, 22.
 per 100 miles of line, 23.
- Freight revenue, 66, 67, 68, 69.
 increase in, 66, 67.
- Freight, revenue per ton of, per mile, 81, 82.
- Freight revenue, proportion of, to total earnings, 66, 67, 68, 69.
 proportion of, to total earnings and income, 66, 67, 68, 69.
- Freight service, passenger and, summary showing the proportion of earnings from operation assignable to, and the percentage of operating expenses to operating income, by groups, 80.
- Freight service, other earnings from, 66, 67, 68, 69.
 decrease in, 66.
- Freight service, other earnings from, proportion of, to total earnings, 66, 67, 68, 69.
 proportion of, to total earnings and income, 66, 67, 68, 69.
- Freight service, passenger and, comparative summary of, for the years ending June 30, 1896-1890, 59, 60.
- Freight traffic, increase in density of, 60, 61.
- Freight-train mileage, 59, 60, 61, 84, 85.
 decrease in, 84.
 increase in, 60, 84, 85.
- Freight trains, revenue per train mile of, 81, 82.
- Funded debt, accrued interest on, not yet payable, covered by general balance sheet, 83.
- Funded debt, analysis of, 51.
 covered by general balance sheet, 83.
 decrease in, 47.
 excess of increase in capital stock as compared with, 47.
 exclusive of equipment trust obligations, classification of, by rate of interest, by groups, 54, 55.
 interest on, 59, 77, 78, 79.
 of railways in hands of receivers, 10.
 of railways in the hands of receivers, decrease in, 10.

- Funded debt, paying no interest, 51, 54, 55, 56, 57.
 paying no interest, per cent of, 50, 51.
 per mile of line, 46, 48.
 per mile of line for the years ending June 30, 1896 and 1895, comparative summary showing the amount of capital stock and, 48.
 rates of interest paid on, 50, 51, 54, 55, 56, 57, 58.
 Funded debt, stocks and, condensed statement of, classified by rate of dividend or interest, 50.
 Funded debt, total amount of, 46.
 General administration, number of employees assigned to, 39.
 number of employees assigned to, per 100 miles of line, 39.
 General Balance Sheet for the Year ending June 30, 1896, 83.
 General expenses, 71, 72, 73, 74, 76.
 proportion of, to total expenditures, 71, 72, 73, 74.
 proportion of, to total operating expenses, 71, 72, 73, 74.
 General office clerks, average daily compensation of, 40, 41.
 number of, 36, 37, 38.
 number of, per 100 miles of line, 36, 37, 38.
 yearly compensation of, 43, 44.
 General officers, average daily compensation of, 40, 41.
 explanation of duplication in number of, and amounts paid to, 45.
 method of reporting, not uniform, 45.
 number of, 36, 37, 38.
 number of, per 100 miles of line, 36, 37, 38.
 yearly compensation of, 43, 44.
 Georgia, 11, 13.
 Gross earnings from operation, 63, 64, 65, 66, 67, 68, 69.
 decrease in, 85.
 increase in, 63, 64, 66, 85.
 per mile of line operated, 63, 64, 65, 66.
 per mile of line operated, increase in, 63.
 Group I, 24, 42.
 Group II, 24, 39, 42, 70.
 Group III, 24, 42.
 Group IV, 38, 42.
 Group V, 42.
 Group VI, 38.
 Group VII, 39, 42, 70.
 Group VIII, 42, 70.
 Group IX, 70.
 Group X, 42, 70, 71.
 Groups, territorial, statistics not shown on basis of, 579.
 Haul per ton, average, 59, 60, 61.
 Highway crossings, accidents at, 88-95, 98, 99, 101, 102.
 Idaho, 11.
 Illinois, 11.
 Improvements, permanent, charged to income account, 78, 79, 80.
 Income account, comparative condensed, for the years ending June 30, 1896-1890, 63.
 Income account, condensed, by groups, 65, 66.
 extent of duplication in, 62.
 permanent improvements charged to, 78, 79, 80.
 Income bonds, amount of, 46, 51, 58.
 increase in, 48.
 Income bonds, amount of, paying no interest, 51, 57.
 per cent of, 51, 57.
 Income bonds, classification of, by rate of interest, by groups, 57.
 rates of interest paid on, 51, 57.
 Income, charges against, on account of railway capital during the year ending June 30, 1896, 59.
 Income, earnings and, 66, 67, 68, 69.
 increase in, 66.
 Income, earnings and, comparative summary of, and analysis of earnings from operation, for the years ending June 30, 1896 and 1895, 66.
 Income, earnings and, and analysis of earnings from operation, by groups, 67, 68, 69.
 Income from, bonds, 70.
 lease of road, 70.
 miscellaneous sources, 70.
 Income from operation, 63, 64, 65, 66.
 increase in, 63, 85.
 Income from operation, per mile of line, 63, 64, 65, 66.
 increase in, 63, 64.
 Income from other sources, 64, 65, 66, 67, 68, 69, 70.
 decrease and increase in, by groups, 70.
 decrease in, 63, 70, 85.
 increase in, 85.
 Income from other sources, per mile of line operated, 63, 65, 66.
 decrease in, 63.
 Income from other sources, proportion of, to total earnings, 66, 67, 68, 69.
 proportion of, to total earnings and income, 66, 67, 68, 69.
 summary of, by groups, 70.
 Income from stocks, 70.
 Income, net, 63, 64, 65, 66.
 deficit in, 65, 66.
 increase in, 63, 64.
 Income, net, other payments from, 59, 63, 65, 66.
 Income, net, per mile of line operated, 63, 65, 66.
 increase in, 63.
 Income, operating, percentage of operating expenses to, by groups, 80.
 Income, total, 63, 64, 65, 66.
 increase in, 63.
 Income, total deductions from, 63, 64, 65, 66.
 decrease in, 63, 85.
 increase in, 85.
 Income, total, per mile of line operated, 63, 65, 66.
 increase in, 63.
 Indentation of names of roads, explanation of meaning of, 147.
 Independent roads in operation, number of, 17, 18.
 Independent roads, "line owned" not in operation, number of, 17, 18.
 Index to railways, 673.
 Explanatory Note, 672.
 Indiana, 11.
 Indian Territory, 12, 13.
 Interest, accrued, on funded debt not yet payable, covered by general balance sheet, 83.
 Interest, classification of bonds by rate of, by groups, 55, 56.
 classification of funded debt, exclusive of equipment trust obligations, by rate of, by groups, 54, 55.
 classification of income bonds by rate of, by groups, 57, 58.
 classification of miscellaneous obligations, by rate of, by groups, 56, 57.
 Interest on funded debt, 59, 77, 78, 79.
 Interest on interest-bearing current liabilities, 59, 77, 78, 79.
 Interest paid on, bonds, rates of, 51, 55, 56.
 funded debt, exclusive of equipment trust obligations, rates of, 50, 54, 55.
 income bonds, rates of, 51, 57, 58.
 miscellaneous obligations, rates of, 51, 56, 57.
 Interstate Commerce Commission, 5.
 Iowa, 11.
 Journey per passenger, average, 59, 60.
 Kansas, 11.
 Kentucky, 11.
 Knapp, Hon. Martin A., 5.
 Laborers, all other employees and, average daily compensation of, 40, 41.
 number of, 36, 37, 38.
 number of, per 100 miles of line, 36, 37, 38.
 yearly compensation of, 43, 44.
 Leased, cars, number of, 22.
 decrease in, 22.
 fitted with automatic coupler, 27, 35.
 fitted with train brake, 26, 34.
 Leased, locomotives, number of, 21.
 decrease in, 21.
 fitted with automatic coupler, 26.
 fitted with train brake, 25.
 Lease, mileage operated under, 15.
 decrease in, 16.
 Lease of road, income from, 70.
 income from, decrease in, 57, 64, 74.
 rents paid for, 77, 78, 79.
 Legal proceedings to enforce filing of reports, result of, 16.
 Liabilities covered by general balance sheet, 83.
 Line of proprietary companies, 15.
 increase in, 16.
 Line operated by railways in hands of receivers, 107-109.
 Line operated under contract, 15.
 decrease in, 16.

- Line operated under lease, 15.
decrease in, 16.
- Line operated under trackage rights, 15.
- Line owned, 13, 15.
increase in, 13, 16.
not in operation, 17, 18.
- Line owned by railways in the hands of receivers, 107-109.
- Line, railway, per 10,000 inhabitants, 11, 12, 13.
per 10,000 inhabitants, by groups, 13.
- Line, railway, per 100 square miles of territory, 11, 12, 13.
per 100 square miles of territory, by groups, 13.
- Localization of increase in railway mileage, 13.
- Locomotives, fitted with automatic coupler, summary of, 26.
fitted with train brake, summary of, 25.
- Locomotives, freight, number of, 21, 27.
increase in, 21, 22.
per 100 miles of line, 23.
- Locomotives, leased, number of, 21.
decrease in, 21.
- Locomotives not fitted with train brake, 27.
- Locomotives, passenger, number of, 21, 27.
decrease in, 21, 22.
per 100 miles of line, 23.
- Locomotives, summary of, by groups, 21.
- Locomotives, switching, number of, 21.
increase in, 21, 22.
per 100 miles of line, 23.
- Locomotives, total number of, 22.
increase in, 21, 22.
per 100 miles of line, 23.
- Locomotives, unclassified, number of, 21.
decrease in, 21, 22.
- Loss, profit and, 83.
- Louisiana, 11, 13.
- Machinists, average daily compensation of, 40, 41.
average number of days worked by, 45.
number of, 36, 37, 38.
number of, per 100 miles of line, 36, 37, 38.
yearly compensation of, 43, 44.
- Mail, revenue from carrying, 66, 67, 68, 69.
increase in, 66.
proportion of, to total earnings, 66, 67, 68, 69.
proportion of, to total earnings and income, 66, 67, 68, 69.
- Maine, 11.
- Maintenance of equipment, expenditures chargeable to, 71, 72, 73, 74, 75.
increase of expenditures chargeable to, 71, 72.
increase in expenditures chargeable to, accounted for, 72.
number of employees assigned to, 39.
number of employees assigned to, per 100 miles of line, 39.
per cent of increase in, 71, 72.
proportion of expenditures chargeable to, to total expenditures, 71, 72, 73, 74.
proportion of expenditures chargeable to, to total operating expenses, 71, 72, 73, 74.
- Maintenance of way and structures, expenditures chargeable to, 71, 72, 73, 74, 75.
increase in expenditures chargeable to, 71, 72.
increase in expenditures chargeable to, accounted for, 72.
number of employees assigned to, 39.
number of employees assigned to, per 100 miles of line, 39.
per cent of increase in, 71, 72.
proportion of expenditures chargeable to, to total expenditures, 71, 72, 73, 74.
proportion of expenditures chargeable to, to total operating expenses, 71, 72, 73, 74.
- Map showing boundaries of territorial groups, (facing title page).
- Maryland, 11.
- Massachusetts, 11.
- Materials and supplies covered by general balance sheet, 83.
increase in, 86.
- M. C. B. couplers excluded from list, 28.
- Men employed on railways, 35-45.
- Merged roads, number of, 18.
- Michigan, 11, 13.
- Mileage, 11-15.
- Mileage, aggregate, 12, 13, 14.
increase in, 12, 13, 14.
per cent of, in each State and Territory, 11, 12.
- Mileage, per cent of increase in, 12, 84.
per cent of increase in, for 1895, 12, 84.
per cent of increase in, for 1894, 12, 84.
- Mileage, classification of, according to organization for operation, 15.
covered by general balance sheet, 83.
distribution of increase in, 13.
fourth track, 14.
fourth track, per cent of increase in, 14.
- Mileage, freight train, 59, 60, 84, 85.
decrease in, 84.
increase in, 60, 84, 85.
- Mileage, increase and decrease in, by States and Territories, 11, 12.
official, 11, 12.
unofficial, 11, 12.
- Mileage of railway extension in 1889 and 1890, 12.
- Mileage of railways in hands of receivers, 10, 107-109.
decrease in, 10.
- Mileage operated, classification of railways on the basis of, for the years ending June 30, 1896-1890, 19, 20.
increase in, 16.
line owned, 15.
of proprietary companies, 15.
total (all tracks), 14.
total (single track), 15, 16.
under contract, 15.
under lease, 15.
under trackage rights, 15.
- Mileage, passenger train, 59, 60, 84, 85.
decrease in, 84.
increase in, 60, 84, 85.
- Mileage, railway, for which reports were filed, 14.
for which reports were not filed, 14.
in the United States, summary of, by States and Territories, 11, 12.
localization of increase in, 13.
per cent of, covered by reports to the Commission, 16.
summary of, for the years ending June 30, 1896-1890, by groups, 13.
summary of, by groups, showing length of single track, second track, third track, fourth track, and of yard track and sidings, 14.
- Mileage, second track, 14.
increase in, 14.
increase in for each year since 1890, 14.
- Mileage, single track, 14.
increase in, 11, 12, 13.
total operated, 15, 16.
- Mileage, third track, 14.
increase in, 14.
- Mileage, total, 12, 13, 14
increase in, 13.
- Mileage, yard track and sidings, 14.
- Miles of line, per 10,000 inhabitants, 11, 12, 13
per 10,000 inhabitants, by groups, 13.
per 100 square miles of territory, 11, 12, 13.
per 100 square miles of territory, by groups, 13.
- Minnesota, 11, 13.
- Miscellaneous assets covered by the general balance sheet, 83.
- Miscellaneous income, amount of, 70.
- Miscellaneous liabilities covered by the general balance sheet, 83.
- Miscellaneous obligations, amount of, 46, 51, 56, 57.
increase in, 48.
classification of, by rate of interest, by groups, 56, 57.
paying no interest, 51, 56.
rates of interest paid on, 51, 56, 57.
- Miscellaneous sources, income from, 70.
- Mississippi, 11.
- Missouri, 11.
- Montana, 11.
- Morrison, Hon. William R., Chairman, 5.
- Mortgage bonds, decrease in, 48.
- Moseley, Edward A., Secretary, 5.
- Names of roads, changes in, 18.
corrected, 18.
- Nebraska, 11.
- Net earnings, decrease in, 85.
increase in, 63, 85.
- Net income, 63, 64, 65, 66.
increase in, 63, 64.
other payments from, 59, 63, 65, 66.

- Net income, per mile of line operated, 63, 65, 66.
 increase in, 63.
 Net decrease in funded debt, 47.
 Nevada, 12.
 New Hampshire, 12.
 New Jersey, 12.
 New Mexico, 12.
 New York, 12.
 North Carolina, 12.
 North Dakota, 12.
 Numerals, Roman and Arabic, use of, 672.
 Obligations, equipment trust, amount of, 46.
 Obligations, miscellaneous, amount of, 46.
 classification of, by rate of interest, by groups, 56, 57.
 increase in, 48.
 paying no dividend or interest, 51, 56, 57.
 paying no dividend or interest, per cent of, 51.
 Official mileage, 11, 12.
 meaning of, 11.
 Ohio, 12, 13.
 Oklahoma, 12.
 Operated mileage, affected by reorganizations, consolidations, and other changes, length of, 19.
 Operated mileage, classification of railways on basis of, for the years ending June 30, 1896-1890, 19, 20.
 increase in, 12, 16.
 line owned, 15.
 of proprietary companies, 15.
 of reorganized roads, 19.
 total (all tracks), 14.
 total (single track), 15, 16.
 under contract, 15.
 under lease, 15.
 under trackage rights, 15.
 Operating accounts, number of roads maintaining, 17.
 Operating expenses, 45, 63, 64, 65, 66, 71, 72, 73, 74.
 decrease in, 85.
 increase in, 63, 64, 85.
 percentage of, to operating income, 80.
 per cent of wages and salaries of, 45.
 proportion of total expenses assignable to, 78, 79, 80.
 Operating expenses, analysis of, and comparative summary of expenditures, for the years ending June 30, 1896 and 1895, 71.
 analysis of, and summary of expenditures, by groups, 72, 73, 74.
 Operating expenses and fixed charges, total, 78, 79, 80.
 Operating expenses of railways in the United States, summary showing classification of, for the years ending June 30, 1896 and 1895, 75.
 Operating expenses, percentage of, to operating income, 80, 81.
 Operating expenses, per mile of line operated, 63, 64, 65, 66.
 increase in, 63.
 Operating expenses, total, 63, 64, 65, 66, 71, 72, 73, 74.
 Operating roads, expenditures of, total, 71.
 Operating roads, independent, number of, 17, 18.
 subsidiary, contingent money rental, number of, 17, 18.
 subsidiary, fixed money rental, number of, 17, 18.
 subsidiary, other relations, number of, 17, 18.
 Operation, deficit from, 63, 65, 66, 86.
 deficit from, per mile of line operated, 63, 65, 66.
 Operation, gross earnings from, 63, 64, 65, 66.
 increase in, 63, 64.
 Operation, gross earnings from, per mile of line operated, 63, 64, 65, 66.
 increase in, 63.
 Operation, income from, 63, 64, 65, 66.
 increase in, 63, 64.
 Operation, income from, per mile of line operated, 63, 64, 65, 66.
 increase in, 63.
 Operation, per cent of freight earnings from, 80.
 per cent of other earnings from, 80.
 per cent of passenger earnings from, 80.
 per cent of unclassified earnings from, 80.
 Operation, proportion of total expenses assignable to, 78, 79, 80.
 Operation, unclassified earnings from, 66, 67, 68, 69.
 increase in, 66.
 proportion of, to total earnings, 66, 67, 68, 69, 80.
 proportion of, to total earnings and income, 66, 67, 68, 69.
 Operations of railways, summary illustrating the effect of the business depression on the, 84, 85, 86.
 Operations, surplus from, 63, 64, 65, 66, 86.
 surplus from, per mile of line operated, 63, 64, 65, 66.
 Oregon, 12.
 Organization for operation, classification of mileage according to, 15.
 classification of roads according to, 17.
 classification of roads according to, by groups, 18.
 Other causes, accidents due to, 88-95, 98, 99, 101, 102.
 Other deductions, 78, 79.
 Other earnings from freight service, 66, 67, 68, 69.
 decrease in, 66.
 proportion of, to total earnings, 66, 67, 68, 69, 80.
 proportion of, to total earnings and income, 66, 67, 68, 69.
 Other earnings from operation, 66, 67, 68, 69.
 increase in, 66.
 proportion of, to total earnings, 66, 67, 68, 69, 80.
 proportion of, to total earnings and income, 66, 67, 68, 69.
 Other earnings from passenger service, 66, 67, 68, 69.
 increase in, 66.
 proportion of, to total earnings, 66, 67, 68, 69, 80.
 proportion of, to total earnings and income, 66, 67, 68, 69.
 Other employees, number of, injured, 88-95, 100, 101.
 number of, killed, 88-95, 100, 101.
 Other officers, average daily compensation of, 40, 41.
 number of, 36, 37, 38.
 number of, per 100 miles of line, 36, 37, 38.
 yearly compensation of, 43, 44.
 Other payments from net income, amount of, 59, 63, 65, 66.
 Other persons, accidents to, 87, 88-95, 99.
 Other shopmen, average daily compensation of, 40, 41.
 number of, 36, 37, 38.
 number of, per 100 miles of line, 36, 37, 38.
 yearly compensation of, 43, 44.
 Others, not trespassing, injured, 88-95, 96, 102.
 not trespassing, killed, 88-95, 96, 102.
 Other sources, income from, 63, 64, 65, 66, 67, 68, 69, 70.
 decrease and increase in, by groups, 70.
 decrease in, 63, 70, 85.
 increase in, 85.
 Other sources, income from, per mile of line operated, 63, 65, 66.
 decrease in, 63.
 income from, proportion of, to total earnings, 66, 67, 68, 69.
 income from, proportion of, to total earnings and income, 66, 67, 68, 69.
 summary of, by groups, 70.
 Other stationmen, average daily compensation of, 40, 41.
 number of, 36, 37, 38.
 number of, per 100 miles of line, 36, 37, 38.
 yearly compensation of, 43, 44.
 Other trackmen, average daily compensation of, 40, 41.
 average number of days worked by, 45.
 number of, 36, 37, 38.
 number of, per 100 miles of line, 36, 37, 38.
 yearly compensation of, 43, 44.
 Other train accidents, 88-95, 98, 99, 101, 102.
 Other trainmen, average daily compensation of, 40, 41.
 number of, 36, 37, 38.
 number of, per 100 miles of line, 36, 37, 38.
 yearly compensation of, 43, 44.
 Overhead obstructions, accidents due to, 88-95, 98, 101.
 Others, trespassing, injured, 88-95, 96, 102.
 trespassing, killed, 88-95, 96, 102.

- Outside companies and corporations, amount paid for hire of freight equipment to, 24.
- Ownership of railway stocks and bonds, comparative summary of, for the years ending June 30, 1896-1889, 49.
- Ownership of stocks and bond, by railways, summary of, by groups, 50.
- Passenger and freight service, comparative summary of, for the years ending June 30, 1896-1890, 59.
- Passenger and freight service, summary showing the proportion of earnings from operation assignable to, and the percentage of operating expenses to operating income, by groups, 80.
- Passenger, average journey per, 59, 60, 61.
increase in, 60.
- Passenger carried, average revenue from each, 81.
- Passenger cars fitted with automatic coupler, 27, 28.
decrease in, 27.
- Passenger cars fitted with automatic coupler, classification of, by groups, 34.
- Passenger cars fitted with train brake, 26, 27, 33.
increase in, 26, 27.
- Passenger cars fitted with train brake, classification of, by groups, 33.
- Passenger cars not fitted with train brake, 27.
- Passenger cars, number of, 22, 27, 28.
decrease in, 22.
per 100 miles of line, 23.
per 1,000,000 passengers carried, 23, 24.
per 1,000,000 passengers carried, decrease in, 23.
- Passenger earnings, per cent of, 80.
per mile of road, 81.
- Passenger locomotives fitted with automatic coupler, 26, 27.
increase in, 26, 27.
- Passenger locomotives fitted with train brake, 25, 27.
decrease in, 25, 27.
- Passenger locomotives, number of, 21.
decrease in, 21, 22, 27.
per 100 miles of line, 23.
- Passenger miles per passenger locomotive, 23, 24.
increase in, 23, 24.
- Passenger revenue, 66, 67, 68, 69.
increase in, 66, 67.
proportion of, to total earnings, 66, 67, 68, 69.
proportion of, to total earnings and income, 66, 67, 68, 69.
- Passenger service, other earnings from, 66, 67, 68, 69.
increase in, 66.
proportion of, to total earnings, 66, 67, 68, 69.
proportion of, to total earnings and income, 66, 67, 68, 69.
- Passenger train mileage, 59, 60, 61, 84, 85.
decrease in, 84.
increase in, 60, 84, 85.
- Passenger trains, revenue per train mile of, 81.
- Passengers, accidents to, 88-95, 96, 99.
carried, 59, 60, 84, 85.
carried, decrease in, 84.
- Passengers, carried, increase in, 60, 61, 84, 85.
carried one mile, 59, 60, 61, 84, 85.
carried one mile, decrease in, 60, 84.
carried one mile, increase in, 60, 84, 85.
carried one mile per mile of line, 59, 60, 61, 84, 85.
carried one mile per mile of line, decrease in, 84.
carried one mile per mile of line, increase in, 60, 84, 85.
carried, per passenger locomotive, 23, 24.
carried, per passenger locomotive, increase in, 23.
- Passengers, employees and, summary of railway accidents, showing number of, per one killed, injured, etc., United States, and by groups, 96.
- Passengers, for one killed and for one injured in the United States, for the years ending June 30, 1896-1890, comparative summary showing number of employees, trainmen, and, 97.
- Passengers in a train, average number of, 59, 60, 61.
increase in, 60.
- Passengers, number carried for one injured, 96, 97.
number carried for one killed, 96, 97.
number carried one mile for one injured, 96, 97.
- Passengers, number carried one mile for one killed, 96, 97.
number of, injured, 87, 96.
number of, injured, increase in, 87.
number of, killed, 87, 96.
number of, killed, increase in, 87.
- Passengers, summary of railway accidents to, 99.
- Pennsylvania, 12, 13.
- Percentage of increase in railway mileage, 12.
- Percentage of operating expenses to operating income, 80, 81.
- Per cent of group capital, 46.
- Per cent of railway mileage covered by Reports to the Commission, 16.
- Per cent of wages and salaries of operating expenses, 45.
- Permanent improvements charged to income account, 78, 79, 80.
- Permanent improvements, treatment of, 80.
- Persons other than employees and passengers, basis of classification of accidents to, 87.
- Population of United States, estimated annual increase in, 11, 12, 13.
- Preferred stock, amount of, 46.
dividends on, 59.
- Private companies, leased equipment distinguished from rolling stock of, 21.
- Private roads, "Line owned" not in operation, 17, 18.
- Private roads, number of, 17, 18.
- Profit and loss, 83.
- Property, railway, capitalization and valuation of, 45-59.
- Proportion of total expenses assignable to fixed charges, 78, 79.
- Proportion of total expenses assignable to operation, 78, 79.
- Proprietary companies, line of, 15.
decrease in, 16.
- Prouty, Hon. Charles A., Commissioner, 5.
- Public Service of Railways, 59-61.
summary showing, by groups—freight service, 61.
summary showing, by groups—passenger service, 61.
- Railway accidents, 86-102.
classification of, by groups—employees, 100, 101.
classification of, by groups—others, 102.
comparative summary of, for the years ending June 30, 1896-1888, 87.
conditions affecting, 97.
summary of, by groups, 89-95.
summary of, by groups—employees, 98.
summary of, by groups—others, 99.
summary of, by groups—passengers, 99.
summary of, showing number of employees and passengers for one killed, injured, etc., United States, and by groups, 96.
summary of—United States, 88.
- Railway capital, aggregate increase in, 47.
amount of, 47.
cause of duplication in, 83.
charges against income on account of, during the year ending June 30, 1896, 59.
per mile of line, 46, 47, 48.
summary of, by groups, 46, 47.
- Railway construction, decrease in, 12.
- Railway corporations, number of, 17, 18.
stocks and bonds owned by, 49, 50.
- Railway employees, comparative summary of average daily compensation of, for the years ending June 30, 1896-1892, 40, 41.
summary showing amount of compensation paid, for the years ending June 30, 1896 and 1895, by groups, 43, 44.
- Railway extension in 1889 and 1890, 12.
- Railway facilities, extension of, in Southern States, 13.
- Railway financing, unusual tendency of, 47.
- Railway line, per 10,000 inhabitants, 11, 12, 13.
per 10,000 inhabitants, by groups, 13.
per 100 square miles of territory, 11, 12, 13.
per 100 square miles of territory, by groups, 13.
- Railway mileage, 11-15.
aggregate, 14.
aggregate increase in, 12.
by States and Territories, increase in, 11, 12.

- Railway mileage for which reports were filed with the Commission, 16.
per cent of, 16.
- Railway mileage in the United States, summary of, by States and Territories, 11, 12.
- Railway mileage, localization of increase in, 13.
- Railway mileage, official, 11, 12.
owned, 13, 15.
per cent of, in each State or Territory, 11, 12.
summary of, for the years ending June 30, 1896-1890, by groups, 13.
summary of, by groups, showing length of single track, second track, third track, fourth track, and of yard track and sidings, 14.
unofficial, 11, 12.
- Railway ownership of stocks and bonds, summary of, by groups, 50.
- Railway property, capitalization and valuation of, 45-59.
curtailment in betterment of, 14.
- Railway stocks and bonds, comparative summary of ownership of, for the years ending June 30, 1896-1889, 49.
- Railways, betterment in financial condition of, 10.
classification of, 15-20.
classification of, on basis of operated mileage for the years ending June 30, 1896-1890, 19, 20.
in hands of receivers on June 30, 1895, summary of, 107-109.
men employed on, 35-45.
public service of, 59-61.
summary of changes in list of, during the years ending June 30, 1896 and 1895, 18.
summary of stocks and bonds owned by, by groups, 50.
- Railways, summary illustrating the effect of the business depression on the operations of, 84, 85, 86.
- Railways which operate less than 250 miles of line, number of, 19, 20.
which operate 250 to 400 miles of line, number of, 19, 20.
which operate 400 to 600 miles of line, number of, 19, 20.
which operate 600 to 1,000 miles of line, number of, 19, 20.
which operate more than 1,000 miles of line, number of, 19, 20.
- Rates of dividends paid on stock, 50, 53, 54.
- Rates of interest paid on bonds, 51, 55, 56.
- Receivers, adjustment of capital accounts of roads in hands of, 10.
capitalization of railways in hands of, 10.
capital stock of roads in hands of, 10.
decrease in capitalization of roads in hands of, 10.
decrease in mileage of roads in hands of, 10.
decrease in number of roads in hands of, 9.
difficulty arising from imperfect reports of roads in hands of, 10.
funded debt of roads in hands of, 10.
most important roads placed in hands of, 10.
most important roads taken out of hands of, 10.
number of roads in the hands of, 9.
number of roads during year placed in hands of, 10.
number of roads during year taken out of hands of, 10.
number of roads in hands of, leased for operation, 10.
number of roads in hands of, not in operation, 10.
number of roads in hands of, having an operated mileage in excess of 300 miles, 10.
number of roads in hands of, having an operated mileage less than 100 miles, 10.
number of roads in hands of, having an operated mileage of from 100 to 300 miles, 10.
operated mileage of roads in hands of, 10.
propriety of special reports from, 10.
summary showing railways in hands of, on June 30, 1896, 107-109.
- Recommendations, 103.
- Rents, 397.
amount of income from, 70.
- Rents paid for lease of road, 77, 78, 79.
- Reorganized roads, number of, 18.
operated mileage of, 19
- Results deduced from Table III and Table IV, comparative summary of, for the years ending June 30, 1896-1890, 81.
- Results, summary of, 81-82.
- Revenue, average, from each passenger carried, 81.
from each ton of freight carried, 82.
- Revenue, freight, 66, 67, 68, 69.
increase in, 66, 67.
proportion of, to total earnings, 66, 67, 68, 69.
proportion of, to total earnings and income, 66, 67, 68, 69.
- Revenue from carrying express, 66, 67, 68, 69.
increase in, 66.
proportion of, to total earnings, 66, 67, 68, 69.
proportion of, to total earnings and income, 66, 67, 68, 69.
- Revenue from carrying mail, 66, 67, 68, 69.
increase in, 66.
proportion of, to total earnings, 66, 67, 68, 69.
proportion of, to total earnings and income, 66, 67, 68, 69.
- Revenue, passenger, 66, 67, 68, 69.
increase in, 66, 67.
proportion of, to total earnings, 66, 67, 68, 69.
proportion of, to total earnings and income, 66, 67, 68, 69.
- Revenue, per passenger, per mile, 81, 82.
per ton of freight per mile, 81, 82.
per train mile, all trains, 81, 82.
per train mile, freight trains, 81, 82.
per train mile, passenger trains, 81, 82.
- Rhode Island, 12.
- Road, cost of, covered by general balance sheet, 83.
- Roads, abandoned, 18.
classification of, according to organization for operation, 17.
classification of, according to organization for operation, by groups, 18.
consolidated, 18.
merged, 18.
no longer in existence, 18.
reorganized, 18.
the names of which have been corrected, 18.
which have changed their name, 18.
which operate less than 250 miles of line, number of, 19, 20.
which operate 250 to 400 miles of line, number of, 19, 20.
which operate 400 to 600 miles of line, number of, 19, 20.
which operate 600 to 1,000 miles of line, number of, 19, 20.
which operate more than 1,000 miles of line, number of, 19, 20.
- Rolling stock, corporations, companies, or persons owning, 103.
- Roman and Arabic numerals, use of, 664.
- Salaries, and maintenance of organization, 77, 78.
wages and, aggregate amount of money paid in, 43, 45.
- Second track, mileage of, 14.
increase in, 14.
increase in, for each year since 1890, 14.
- Secretary of Interstate Commerce Commission, 5.
- Section foremen, average daily compensation of, 40, 41.
average number of days worked by, 45.
number of, 36, 37, 38.
number of, per 100 miles of line, 36, 37, 38.
yearly compensation of, 43, 44.
- Sidings, yard track and, mileage of, 14.
- Simplicity of organization, tendency toward, 16.
- Single track, mileage of, 14.
- Sinking fund and sundries, covered by general balance sheet, 83.
- South Carolina, 12.
- South Dakota, 12.
- Southern States, extension of railway facilities in, 13.
- Special receivership reports, propriety of, 10.
- Stations, accidents at, 88-95, 98, 99, 101, 102.
- Station agents, average daily compensation of, 40, 41.
average number of days worked by, 45.
number of, 36, 37, 38.
number of, per 100 miles of line, 36, 37, 38.
yearly compensation of, 43, 44.

- Statistician, 104, 113, 119.
 Statistician, Assistant, 104.
 Stock, amount outstanding, 49.
 amount of, paying dividends, 52.
 amount of, paying no dividends, 50, 51, 53.
 excess of increase in, compared with funded debt, 47.
 capital, and funded debt per mile of line, comparative summary showing the amount of, for the years ending 1896 and 1895, 48.
 capital, summary showing amount and per cent of, paying dividends, and amount and rate per cent of dividends paid, for the years ending June 30, 1896-1888, 52.
 common, amount of, 46.
 common, dividends paid on, 59.
 dividend-paying, average rate paid on, 52.
 dividends paid on, 52.
 increase in, 47.
 per mile of line, 46, 48.
 preferred, amount of, 46.
 preferred, dividends paid on, 59.
 summary showing the per cent of, paying no dividends, for the years ending June 30, 1896-1890, 52.
 total amount of, 46, 49, 50, 54.
 Stocks and bonds, owned by railways, summary of, by groups, 50.
 owned by railways, increase in, 50.
 railway, comparative summary of ownership of, for the years ending June 30, 1896-1889, 49.
 Stocks and funded debt, condensed statement of, classified by rate of dividend or interest, 50, 51.
 Stocks, classification of, by rate of dividend, by groups, 53, 54.
 income from, 70.
 not owned by railway corporations, amount of, 49.
 owned by railway corporations, amount of, 49, 50.
 Stocks owned, covered by general balance sheet, 83.
 increase in, 86.
 Stocks, per cent of, paying dividends, 52.
 paying no dividends, 50, 51, 53.
 paying no dividends, amount of, in hands of the public, 52.
 per cent of, paying no dividends, 50, 51, 52.
 rates of dividends paid on, 50, 53, 54.
 Street railways eliminated from list of railways, 18.
 Subsidiary roads, contingent money rental, number of, 17, 18.
 fixed charges of, 71, 72, 73, 74.
 fixed money rental, number of, 17, 18.
 line owned, not in operation, 17, 18.
 other relation, number of, 17, 18.
 Summary, comparative, of average daily compensation of railway employees for the years ending June 30, 1896-1892, 40, 41.
 Summary, comparative, of earnings and income, and analysis of earnings from operation for the years ending June 30, 1896 and 1895, 66.
 Summary, comparative, of employees, by class and per 100 miles of line, for the years ending June 30, 1896-1890, 36.
 Summary, comparative, of equipment fitted with automatic coupler, showing kind of coupler used, for the years ending June 30, 1896-1889, 31, 33.
 Summary, comparative, of expenditures, and analysis of operating expenses for the years ending June 30, 1896 and 1895, 71.
 Summary, comparative, of ownership of railway stocks and bonds for the years ending June 30, 1896-1889, 49.
 Summary, comparative, of passenger and freight service for the years ending June 30, 1896-1890, 59, 60.
 Summary, comparative, of railway accidents for the years ending June 30, 1896-1888, 87.
 Summary, comparative, of results deduced from Table III and Table IV, for the years ending June 30, 1896-1890, 81.
 Summary, comparative, showing the amount of capital stock and funded debt per mile of line for the years ending June 30, 1896 and 1895, 48.
 Summary, comparative, showing number of employees, trainmen, and passengers, for one killed and for one injured in the United States, for the years ending June 30, 1896-1890, 97.
 Summary, Illustrating the Effect of the Business Depression on the Operation of Railways, 84, 85, 86.
 Summary of Changes in List of Railways during the years ending June 30, 1896 and 1895, 18.
 Summary of Earnings and Income and Analysis of Earnings from Operation, by Groups, 67, 68, 69.
 Summary of Equipment, by Groups—Cars, 22.
 Summary of Equipment, by Groups—Locomotives, 21.
 Summary of Equipment Fitted with Automatic Coupler—Cars, 27.
 Summary of Equipment Fitted with Automatic Coupler—Locomotives, 26.
 Summary of Equipment Fitted with Automatic Coupler, by Groups, showing Kind of Coupler Used, 29, 30.
 Summary of Equipment Fitted with Train Brake—Cars, 26.
 Summary of Equipment Fitted with Train Brake—Locomotives, 25.
 Summary of Equipment Fitted with Train Brake, by Groups, showing Kind of Brake Used, 28.
 Summary of Expenditures and Analysis of Fixed Charges, by Groups, 77, 78, 79.
 Summary of Expenditures and Analysis of Operating Expenses, by Groups, 72, 73, 74.
 Summary of Income from Other Sources, by Groups, 70.
 Summary of Railway Accidents, by Groups, 89-95.
 Summary of Railway Accidents, by Groups—Employees, 98.
 Summary of Railway Accidents, by Groups—Others, 99.
 Summary of Railway Accidents, by Groups—Passengers, 99.
 Summary of Railway Accidents, showing Number of Employees and Passengers for one Killed, Injured, etc.—United States and by Groups, 96.
 Summary of Railway Accidents—United States, 88.
 Summary of Railway Capital, by Groups, 46, 47.
 Summary of Railway Mileage, by Groups, showing Length of Single Track, Second Track, Third Track, Fourth Track, and of Yard Track and Sidings, 14.
 Summary of Railway Mileage, for the Years ending June 30, 1896, 1895, 1894, 1893, 1892, 1891, and 1890, by Groups, 13.
 Summary of Railway Mileage in the United States, by States and Territories, 11, 12.
 Summary of Results, 81, 82.
 Summary of Results Deduced from Table III and Table IV, by Groups—Freight Service, 82.
 Summary of Results Deduced from Table III and Table IV, by Groups—Passenger Service, 81.
 Summary of Stocks and Bonds Owned by Railways, by Groups, 50.
 Summary showing Amount and Per Cent of Capital Stock Paying Dividends, and Amount and Rate Per Cent of Dividends Paid, for the Years ending June 30, 1896, 1895, 1894, 1893, 1892, 1891, 1890, 1889, and 1888, 52.
 Summary showing Amount of Compensation Paid Railway Employees for the Years ending June 30, 1896 and 1895, by Groups, 43, 44.
 Summary showing Classification of Operating Expenses of Railways in the United States, for the Years ending June 30, 1896 and 1895, 75.
 Summary showing Public Service of Railways, by Groups—Freight Service, 61.
 Summary showing Public Service of Railways, by Groups—Passenger Service, 61.
 Summary showing Railways in the Hands of Receivers on June 30, 1896, 107-109.
 Summary showing Per Cent of Capital Stock Paying No Dividends for the Years ending June 30, 1896, 1895, 1894, 1893, 1892, 1891, and 1890, by Groups, 52.

Summary showing Proportion of Earnings from Operation Assignable to Passenger and Freight Service, and the Percentage of Operating Expenses to Operating Income, by Groups, 80.

Sundries, sinking fund and, covered by general balance sheet, 83.

Supplies, materials and, covered by general balance sheet, 83.
increase in, 86.

Surplus from operation, 63, 64, 65, 66, 86.
per mile of line operated, 63, 64, 65, 66.

Switching locomotives, fitted with automatic coupler, 26.
increase in, 26.

Switching locomotives fitted with train brake, 25.
increase in, 25.

Switching locomotives, number of, 21.
increase in, 21, 22.

per 100 miles of line, 23.
Switchmen, flagmen, and watchmen, average daily compensation of, 40, 41.

average number of days worked by, 45.
number of, 36, 37, 38.

number of, injured, 88-95, 100, 101.

number of, killed, 88-95, 100, 101.

number of, per 100 miles of line, 36, 37, 38.

yearly compensation of, 43, 44.

Table I.—Classification of Railways and Mileage for the Year ending June 30, 1896, 121.

Explanatory Note, 123.

Supplement A.—[Showing totaled figures for certain roads lying in more than one group], 250.

Supplement B.—Corporate Changes for the Year ending June 30, 1896, 252.

Table II.—Amount of Railway Capital at the Close of the Year ending June 30, 1896, 261.

Explanatory Note, 263.

Supplement.—[Showing totaled figures for certain roads lying in more than one group], 336.

Table III-A.—Earnings from Operation, 339.

Explanatory Note 341.

Supplement.—[Showing totaled figures for certain roads lying in more than one group], 392.

Table III-B.—Income from Property Owned but Not Operated, 395.

Explanatory Note, 397.

Supplement.—[Showing totaled figures for certain roads lying in more than one group], 434.

Table IV-A.—Operating Expenses, 437.

Explanatory Note, 439.

Supplement.—[Showing totaled figures for certain roads lying in more than one group], 465.

Table IV-B.—Fixed Charges and Summary of Expenditures, 467.

Explanatory Note, 469.

Supplement.—[Showing totaled figures for certain roads lying in more than one group], 534.

Table V.—Charges Against Income on Account of Railway Capital during the Year ending June 30, 1896, 537.

Explanatory Note, 539.

Supplement.—[Showing totaled figures for certain roads lying in more than one group], 575.

Table VI.—General Balance Sheet for the Year ending June 30, 1896. [Showing Increase or Decrease as Compared with June 30, 1895], 577.

Explanatory Note, 579.

Taxes, 78-79.

Telegraph operators and dispatchers, average daily compensation of, 40, 41.

number of, 36, 37, 38.

number of, per 100 miles of line, 36, 37, 38.

yearly compensation of, 43, 44.

Tennessee, 12.

Territorial groups, map showing boundaries of, (facing title-page).

statistics not shown on basis of, 672.

Texas, 12, 13.

Third track, mileage of, 14.

increase in, 14.

Ton, average haul per, 59, 60, 61.

increase in, 60.

Ton, carried, average revenue from each, 82.

Ton miles per freight locomotive, 23, 24.

increase in, 23.

Ton per mile, revenue per, 82.

Tons, average number of, in a train, 59, 60.

increase in, 60.

Tons carried per freight locomotive, 23, 24.

increase in, 23, 24.

Tons of freight carried, 59, 60, 61, 84, 85.

decrease in, 84.

increase in, 60, 84, 85.

Tons of freight carried 1 mile, 59, 60, 61, 84, 85.

decrease in, 84.

increase in, 60, 84, 85.

Tons of freight carried 1 mile per mile of line, 59, 60, 61, 84, 85.

decrease in, 84.

increase in, 60, 61, 84, 85.

Tons of freight in train, 61.

Total mileage operated (all tracks), 14.

Total mileage operated (single track), 14, 15, 16.

increase in, 16.

Trackage rights, mileage operated under, 15.

Traffic, assignment of equipment to amount of, by groups, 23.

Train brake, classification of cars in company's service, cars leased, and cars in fast-freight line service, fitted with, by groups, 34.

classification of cars in freight service fitted with, by groups, 34.

classification of cars in passenger service fitted with, by groups, 33.

Train brake, comparative statement of equipment and of equipment fitted with, and automatic coupler, for the years ending June 30, 1896-1899, 24.

Train brake, equipment fitted with, 24, 25, 26.

increase in, 24, 25, 26.

summary of equipment fitted with—cars, 26.

summary of equipment fitted with—locomotives, 25.

summary of equipment fitted with, by groups, showing kind of brake used, 28.

Trainmen and passengers, comparative summary showing number of, for one killed and for one injured in the United States for the years ending June 30, 1896-1899, 97.

Trainmen, kind of accidents causing largest number of deaths to, 88.

kind of accidents resulting in largest number of injuries to, 88.

Trainmen, number of, for one injured, 97.

number of, for one killed, 97.

number injured, 96, 100, 101.

number killed, 96, 100, 101.

Train mileage, freight, 61, 84, 85.

freight, decrease in, 84.

freight, increase in, 84, 85.

passenger, 61, 84, 85.

passenger, decrease in, 84.

passenger, increase in, 84, 85.

Type, bold-face, use of, 76, 122, 467.

Unclassified earnings from operation, 66, 67, 68, 69.
increase in, 66.

proportion of, to total earnings, 66, 67, 68, 69, 80.

proportion of, to total earnings and income, 66, 67, 68, 69.

Unclassified employees, number of, 39.

Unclassified expenditures, 71, 72, 73, 74, 76.

increase in, 71.

proportion of, to total expenditures, 71, 72, 73, 74.

proportion of, to total operating expenses, 71, 72, 73, 74.

Unclassified locomotives, number of, 21.

decrease in, 21, 22.

Unclassified locomotives fitted with automatic coupler, 26.

increase in, 26.

Unclassified locomotives fitted with train brake, 25.

decrease in, 25.

Unofficial mileage, 11, 12.

meaning of, 11.

Use of bold-face type, 76, 123, 467.

Utah, 12.

Valuation of railway property, capitalization and, 45.

Vermont, 12.

Virginia, 12.

Wages and salaries, aggregate amount of money paid in, 43, 44.

per cent of, of operating expenses, 45.

Washington, 12.

Watchmen, switchmen, and flagmen, average daily compensation of, 40, 41.

average number of days worked by, 45.

Watchmen, switchmen, and flagmen, number of, 36, 37, 38.

number of, per 100 miles of line, 36, 37, 38.

yearly compensation of, 43, 44.

Water, carriers by, 103.

Way and structures, expenditures chargeable to maintenance of, 71, 72, 73, 74, 75.

West Virginia, 12.

Wisconsin, 12, 13.

Wyoming, 12.

Yard track and sidings, mileage of, 14.

Yeomans, Hon. James D., Commissioner, 5.

O

APPENDIX E.

PRELIMINARY REPORT ON THE INCOME ACCOUNT OF RAILWAYS IN
THE UNITED STATES FOR THE YEAR ENDING JUNE 30, 1897.

THE UNIVERSITY OF CHICAGO

IN PURSUANCE OF THE ACT OF MARCH 3, 1879,
AND THE ACT OF MARCH 3, 1891,
THE LIBRARY OF THE UNIVERSITY OF CHICAGO

INTERSTATE COMMERCE COMMISSION

PRELIMINARY REPORT

ON THE

INCOME ACCOUNT OF RAILWAYS

IN THE

UNITED STATES

FOR THE

YEAR ENDING JUNE 30, 1897

PREPARED BY THE

DIVISION OF STATISTICS



WASHINGTON

GOVERNMENT PRINTING OFFICE

1898

THE EAST INDIA COMPANY

CHARTERED 1600

1600

THE EAST INDIA COMPANY

CHARTERED 1600

1600

THE EAST INDIA COMPANY

CHARTERED 1600

1600

WARRANTED

1600

1600

THE INTERSTATE COMMERCE COMMISSION.

HON. WILLIAM R. MORRISON, of Illinois, Chairman.

HON. MARTIN A. KNAPP, of New York.

HON. JUDSON C. CLEMENTS, of Georgia.

HON. JAMES D. YEOMANS, of Iowa.

HON. CHARLES A. PROUTY, of Vermont.

EDWARD A. MOSELEY, *Secretary.*

THE INTERSTATE COMMERCE COMMISSION

REPORT OF THE COMMISSIONER OF THE INTERSTATE COMMERCE COMMISSION
FOR THE YEAR ENDING DECEMBER 31, 1904
WITH A SUMMARY OF THE WORK OF THE COMMISSION
AND A LIST OF THE MEMBERS OF THE COMMISSION
AND OF THE STAFF OF THE COMMISSION

CONTENTS.

	Page.
TEXT OF REPORT:	
Introduction	7
Earnings from Operation and Operating Expenses	8
Net Earnings, Dividends, and Surplus from Operation	12

STATISTICAL TABLE.

Income Account of Railways in the United States for the Year ending June 30, 1897	15
Supplement.—[Showing totalized figures for certain roads lying in more than one group]	66

INDEX.

Index to Railways	69
-------------------------	----

5

003715

1914

1914

1914

1914

1914

1914

1914

INCOME ACCOUNT
OF
RAILWAYS IN THE UNITED STATES.

INTERSTATE COMMERCE COMMISSION,
DIVISION OF STATISTICS,
Washington, D. C., December 16, 1897.

To the Honorable Members of the Interstate Commerce Commission.

SIRS: Pursuant to instructions, I herewith respectfully submit the Preliminary Report of the income and expenditures of railways in the United States for the year ending June 30, 1897. In the consideration of the data embraced in this report, the fact should be held in mind that the figures compiled have been taken from the annual reports of railways for the most part as filed, without final examination and authorized correction. While it is possible, therefore, that the figures now given in some instances may be somewhat altered before their appearance in the complete report on the "Statistics of Railways in the United States" for the year named, past experience warrants the belief that the figures presented may be safely accepted as indicating the financial results of the operations of the railways in the United States during the twelve months ending June 30, 1897.

Since the value and importance of the yearly preliminary reports on the income accounts of railways depend in so great a degree upon their publication immediately after the close of the fiscal year to which they pertain, it seems proper once more to bring prominently into notice the fact that were the annual reports of railway carriers filed on or before September 15th of each year, in accordance with the existing regulations of the Commission, an advance statement of the summarized results of the railway business of the year could be published before September 30th, and the Preliminary Report, as a whole, could be completed and distributed within a short time thereafter. Until the general delinquency of carriers in respect to filing annual reports is remedied, it will be impossible to meet the urgent demands for a sufficiently complete preliminary report of the results of railway operations with desirable promptness. To emphasize this point, it need only be said that an average of about 75 per cent of the railway companies fail to file their reports within the time limited by the Commission.

The Preliminary Report this year includes the returns for such operating lines as filed their annual reports between July 1 and November 30, 1897. Appended to the text of this report is a table which shows the following items for each of the railways named therein: Mileage operated, earnings from passenger service, earnings from freight service, and gross earnings from operation, operating expenses, and net earnings, income from other sources, total income, total deductions from income, dividends declared, and surplus from operation.

The number of lines representing the mileage on June 30, 1897, covered by the operations reported, namely, 180,027.65 miles, is 743. Since the table also embraces data, mileage excepted, for lines which, on account of consolidation or other changes were not in operation for the entire year ending June 30th, the number of different railways named in the table is considerably larger, as appears from the consecutive numbering.

The total operated mileage for which reports were rendered for the year ending June 30, 1896, was 181,982.64 miles. Allowing for the increase in mileage during the subsequent year, it thus appears that the current report covers substantially 97 per cent of the railway mileage in the United States. The remaining mileage, aggregating about 5,000 miles, belongs almost wholly to short lines, which perform a relatively small amount of transportation service.

The general summaries in this preliminary statement are presented under these titles:

- I. Summary of Earnings from Operation, and Operating Expenses, for the Year ending June 30, 1897, and Comparative Summary of Results for the Years ending June 30, 1897, 1896, 1895, 1894, 1893, and 1892.
- II. Summary of Earnings from Operation, and Operating Expenses, for the Year ending June 30, 1897, by Groups.
- III. Comparative Summary of Net Earnings and Dividends for the Years ending June 30, 1897 and 1896.

SUMMARY OF EARNINGS FROM OPERATION, AND OPERATING EXPENSES, FOR THE YEAR ENDING JUNE 30, 1897, AND COMPARATIVE SUMMARY OF RESULTS FOR THE YEARS ENDING JUNE 30, 1897, 1896, 1895, 1894, 1893, and 1892.

Item.	Amount.	Proportion to total earnings.	Per mile of line.						Decrease in 1897.
			1897. ¹	1896. ²	1895. ³	1894. ⁴	1893. ⁵	1892. ⁶	
Passenger service.....	\$314,859,516	28.20	\$1,749	\$1,816	\$1,764	\$1,961	\$2,120	\$2,104	\$67
Freight service.....	773,598,253	69.28	4,297	4,344	4,130	4,002	4,906	4,946	47
Other earnings from operation	27,925,360	2.50	155	157	153	145	163	162	2
Unclassified earnings	⁷ 230,125	.02	1	3	3	1	1	1	2
Total gross earnings..	1,116,613,254	100.	6,202	6,320	6,050	6,109	7,190	7,213	118
Less operating expenses ...	747,562,398	66.95	4,152	4,248	4,083	4,163	4,876	4,809	96
Income from operation	369,050,856	33.05	2,050	2,072	1,967	1,946	2,314	2,404	22

¹ 180,027.65 miles of line represented.

² 181,982.64 miles of line represented.

³ 177,746.25 miles of line represented.

⁴ 175,690.96 miles of line represented.

⁵ 169,779.84 miles of line represented.

⁶ 162,397.30 miles of line represented.

⁷ Covers ten roads making no classification of earnings under the several heads.

From the above summary it will be seen that the total gross earnings of the railways, operating 180,027.65 miles of line, were \$1,116,613,254 for the year ending June 30, 1897. Of this amount, \$314,859,516 were earnings from the passenger service, embracing passenger revenue, mail, express, and miscellaneous items; \$773,598,253 were earnings from the freight service, embracing freight revenue, stock yards, elevators, and miscellaneous items. The other earnings connected with operation, such as car mileage, switching charges, rents, and earnings from other sources, were \$27,925,360. A small portion of earnings, amounting to \$230,125, was not classified.

The operating expenses for the year were \$747,562,398, so that the income from operation was \$369,050,856. For the purpose of enabling

a better comparison to be made, the aggregate amounts given in the summary are reduced to a mileage basis. The mileage used for 1897 is, as stated, 180,027.65 miles, which is 7,658.90 miles greater than the mileage accepted for the preliminary report of last year. It should be noted that the average earnings and expenses per mile of line operated inserted in the summary for the years ending June 30, 1892 to 1896, inclusive, are based upon the returns in the full reports on railway statistics for those years. Inasmuch as the gross earnings shown in the summary under consideration represent so large a proportion of the total mileage of the railways of the country, it may be inferred that the full returns for the year covered by this report, when completed, will show a decrease in the earnings of the railways as compared with those of the previous year. It will be noticed that all items for the year ending June 30, 1897, in this summary, when reduced to a mileage basis, though in nearly every case greater than for 1894 and 1895, are in each instance smaller than for the year ending June 30, 1896. The percentage of operating expenses to earnings from operation, as shown in this report, 66.95 per cent, is slightly less than for any other year since 1892. The earnings from passenger service for the year ending June 30, 1897, as appears in the summary, were \$1,749 per mile of line. The earnings from passenger service for the year ending June 30, 1896, were \$1,816 per mile of line, showing a decrease of \$67 during the last fiscal year. The earnings from freight service were \$4,297 per mile of line, or \$47 less than the previous year. The gross earnings from operation per mile of line were \$118 less than for the year ending June 30, 1896, being only \$6,202. The operating expenses for the year show a more than corresponding decrease, being \$4,152, or \$96 per mile less than for the preceding fiscal year ending June 30, 1896. From the foregoing statement it may be seen that the income from operation or net earnings of the roads represented in this advance report were \$22 less per mile of line than the average shown for all of the roads covered by the full report for 1896, which was \$2,072 per mile of line.

A summary is now inserted which gives, by groups, an analysis of the earnings of the railways, and also the operating expenses and net earnings. For the purpose of comparison, all of the items in the summary have been reduced to a mileage basis, and corresponding averages for the preceding fiscal year ending June 30, 1896, included.

SUMMARY OF EARNINGS FROM OPERATION, AND OPERATING EXPENSES, BY GROUPS.¹

Item.	GROUP I.			GROUP II.		
	Amount.	Per mile of line.		Amount.	Per mile of line.	
		1897 (7,434.95 miles of line rep- resented).	1896 (7,714.24 miles of line rep- resented).		1897 (20,723.49 miles of line rep- resented).	1896 (20,481.32 miles of line rep- resented).
Passenger service	\$38,981,065	\$5,243	\$5,349	\$78,698,242	\$3,797	\$3,847
Freight service	44,011,771	5,920	5,995	202,198,289	9,757	9,991
Other earnings from operation....	789,785	106	102	6,876,344	332	341
Unclassified earnings			2	17,098	1	1
Total gross earnings.....	83,782,621	11,269	11,448	287,789,973	13,887	14,180
Less operating expenses.....	58,206,713	7,829	8,008	190,519,404	9,193	9,435
Income from operation.....	25,575,908	3,440	3,440	97,270,569	4,694	4,745

¹ See page 11, note 1.

10 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

SUMMARY OF EARNINGS FROM OPERATION, AND OPERATING EXPENSES BY GROUPS.¹—Continued.

Item.	GROUP III.			GROUP IV.		
	Amount.	Per mile of line.		Amount.	Per mile of line.	
		1897 (22,670.88 miles of line rep- resented).	1896 (23,223.31 miles of line rep- resented).		1897 (11,023.06 miles of line rep- resented).	1896 (10,955.31 miles of line rep- resented).
Passenger service	\$45,312,171	\$1,999	\$2,114	\$12,121,785	\$1,100	\$1,131
Freight service	109,267,304	4,820	5,313	32,520,444	2,950	2,914
Other earnings from operation.....	3,250,969	143	143	692,380	63	70
Unclassified earnings.....				42,906	4	4
Total gross earnings.....	157,830,444	6,962	7,570	45,377,515	4,117	4,119
Less operating expenses.....	112,174,402	4,948	5,404	30,729,941	2,788	2,821
Income from operation.....	45,656,042	2,014	2,166	14,647,574	1,329	1,298

Item.	GROUP V.			GROUP VI.		
	Amount.	Per mile of line.		Amount.	Per mile of line.	
		1897 (20,015.11 miles of line rep- resented).	1896 (20,157.92 miles of line rep- resented).		1897 (41,802.32 miles of line rep- resented).	1896 (41,850.28 miles of line rep- resented).
Passenger service	\$22,551,521	\$1,127	\$1,180	\$56,498,096	\$1,352	\$1,436
Freight service.....	60,167,409	3,006	2,881	155,611,964	3,723	3,949
Other earnings from operation.....	2,212,918	111	100	8,293,376	198	196
Unclassified earnings.....	2,015	(²)	12	8,938	(²)	5
Total gross earnings.....	84,933,863	4,244	4,173	220,412,374	5,273	5,586
Less operating expenses.....	58,458,026	2,921	2,876	136,595,373	3,268	3,397
Income from operation	26,475,837	1,323	1,297	83,817,001	2,005	2,189

Item.	GROUP VII.			GROUP VIII.		
	Amount.	Per mile of line.		Amount.	Per mile of line.	
		1897 (10,490.36 miles of line rep- resented).	1896 (10,505.93 miles of line rep- resented).		1897 (22,461.78 miles of line rep- resented).	1896 (22,491.77 miles of line rep- resented).
Passenger service	\$9,514,218	\$907	\$931	\$21,335,409	\$950	\$1,065
Freight service.....	30,032,096	2,863	2,556	67,362,049	2,999	2,841
Other earnings from operation.....	733,648	70	76	3,389,473	151	158
Unclassified earnings.....						1
Total gross earnings.....	40,279,962	3,840	3,563	92,086,931	4,100	4,065
Less operating expenses.....	25,404,435	2,422	2,317	63,432,821	2,824	2,833
Income from operation	14,875,527	1,418	1,246	28,654,110	1,276	1,232

¹ See page 11, note 1.

² Less than \$1.

SUMMARY OF EARNINGS FROM OPERATION, AND OPERATING-EXPENSES BY GROUPS.¹—Continued.

Item.	GROUP IX.			GROUP X.		
	Amount.	Per mile of line.		Amount.	Per mile of line.	
		1897 (9,836.83 miles of line rep- resented).	1896 (10,829.41 miles of line rep- resented).		1897 (13,568.86 miles of line rep- resented).	1896 (13,773.15 miles of line rep- resented).
Passenger service	\$10, 174, 749	\$1, 034	\$1, 015	\$19, 672, 260	\$1, 450	\$1, 478
Freight service	33, 122, 851	3, 367	2, 835	39, 304, 076	2, 897	2, 870
Other earnings from operation.....	863, 119	88	75	823, 348	61	94
Unclassified earnings.....	153, 686	16	(²)	5, 482	(²)	.....
Total gross earnings.....	44, 314, 405	4, 505	3, 925	59, 805, 166	4, 408	4, 442
Less operating expenses.....	33, 198, 128	3, 375	3, 013	38, 843, 155	2, 863	2, 956
Income from operation.....	11, 116, 277	1, 130	912	20, 962, 011	1, 545	1, 486

¹ The division of the country into groups for the purpose of localizing railway statistics may be roughly defined as follows:

Group I. This group embraces the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut.

Group II. This group embraces the States of New York, Pennsylvania, New Jersey, Delaware, and Maryland, exclusive of that portion of New York and Pennsylvania lying west of a line drawn from Buffalo to Pittsburg via Salamanca, and inclusive of that portion of West Virginia lying north of a line drawn from Parkersburg east to the boundary of Maryland.

Group III. This group embraces the States of Ohio, Indiana, the southern peninsula of Michigan, and that portion of the States of New York and Pennsylvania lying west of a line drawn from Buffalo to Pittsburg via Salamanca.

Group IV. This group embraces the States of Virginia, North Carolina, South Carolina, and that portion of the State of West Virginia lying south of a line drawn east from Parkersburg to the boundary of Maryland.

Group V. This group embraces the States of Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida, and that portion of Louisiana east of the Mississippi River.

Group VI. This group embraces the States of Illinois, Wisconsin, Iowa, Minnesota, the northern peninsula of the State of Michigan, and that portion of the States of North Dakota, South Dakota, and Missouri lying east of the Missouri River.

Group VII. This group embraces the States of Montana, Wyoming, Nebraska, that portion of North Dakota and South Dakota lying west of the Missouri River, and that portion of the State of Colorado lying north of a line drawn east and west through Denver.

Group VIII. This group embraces the States of Kansas, Arkansas, that portion of the State of Missouri lying south of the Missouri River, that portion of the State of Colorado lying south of a line drawn east and west through Denver, that portion of the State of Texas lying west of Oklahoma, and the Territories of Oklahoma, Indian Territory, and the portion of New Mexico lying northeast of Santa Fe.

Group IX. This group embraces the State of Louisiana, exclusive of the portion lying east of the Mississippi River, the State of Texas, exclusive of that portion lying west of Oklahoma, and the portion of New Mexico lying southeast of Santa Fe.

Group X. This group embraces the States of California, Nevada, Oregon, Idaho, Utah, Washington, the Territory of Arizona, and that portion of the Territory of New Mexico lying southwest of Santa Fe.

² Less than \$1.

In the summary which follows may be found a comparative statement of the net earnings and the dividends for the years ending June 30, 1897 and 1896.

It should be understood that the net earnings and the dividends shown for 1896 in this summary have been compiled as fully as possible from the reports filed by those roads that last year represented the mileage now shown for June 30, 1897, for which full operating figures are given, notwithstanding the corporate or other changes affecting operation which took place in numerous instances within the year. This procedure results in presenting a trustworthy basis for the comparison of those items for the two years for practically the same mileage.

12 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

COMPARATIVE SUMMARY OF NET EARNINGS AND DIVIDENDS FOR THE YEARS ENDING JUNE 30, 1897 AND 1896.

Territory covered.	Net earnings.		Income from other sources.	Total income—net earnings and income from other sources.
	1897.	1896.		
Group I.....	\$25,575,908	\$26,472,740	\$1,388,524	\$26,964,432
Group II.....	97,270,569	96,425,262	11,077,431	108,348,000
Group III.....	45,656,042	49,953,189	3,520,986	49,177,028
Group IV.....	14,647,574	14,180,261	950,235	15,597,809
Group V.....	26,475,837	25,582,367	2,851,099	29,326,936
Group VI.....	83,817,001	91,387,079	8,156,058	91,973,059
Group VII.....	14,875,527	13,092,365	1,392,514	16,268,041
Group VIII.....	28,654,110	27,220,278	2,633,917	31,288,027
Group IX.....	11,116,277	9,788,658	695,958	11,812,235
Group X.....	20,962,011	20,031,852	1,499,934	22,461,945
Total—United States	369,050,856	374,134,051	34,166,656	403,217,512

Territory covered.	Total deductions from income.	Dividends.		Surplus from operations of year.
		1897.	1896.	
Group I.....	¹ \$19,122,516	\$8,520,827	\$8,346,554	¹² \$678,911
Group II.....	² 87,088,343	17,355,703	16,568,593	3,903,954
Group III.....	³ 48,617,407	5,843,291	6,685,938	¹² 5,283,670
Group IV.....	⁴ 13,823,447	1,219,296	870,035	555,066
Group V.....	⁵ 28,087,903	1,261,363	1,119,261	¹² 22,330
Group VI.....	⁶ 63,987,111	18,788,742	17,423,060	9,197,206
Group VII.....	⁷ 17,512,512	2,648,654	2,466,562	¹² 3,893,125
Group VIII.....	⁸ 31,114,389	1,204,271	1,122,904	¹² 1,030,633
Group IX.....	⁹ 15,243,769	46,182	60,086	¹² 3,477,716
Group X.....	¹⁰ 22,741,935	402,250	296,250	¹² 682,240
Total—United States	¹¹ 347,339,332	57,290,579	54,959,243	¹² 1,412,399

- ¹ Includes taxes, \$4,180,872.
² Includes taxes, \$8,220,461.
³ Includes taxes, \$6,202,176.
⁴ Includes taxes, \$1,383,899.
⁵ Includes taxes, \$2,639,535.
⁶ Includes taxes, \$8,681,905.

- ⁷ Includes taxes, \$1,774,567.
⁸ Includes taxes, \$4,173,253.
⁹ Includes taxes, \$1,219,614.
¹⁰ Includes taxes, \$2,503,651.
¹¹ Includes taxes, \$40,979,933.
¹² Deficit.

From the foregoing summary it appears that the net earnings (that is, the amount of gross earnings remaining after the deduction of the operating expenses of the railways), representing an operated mileage of 180,027.65 miles, were \$369,050,856. The net earnings, increased by the income from sources other than those connected directly with the business of transportation, such as income from investments in stocks and bonds, produce the total income of the railways for the year from which interest and other charges against income are met before dividends are declared and the financial results of operations shown in the surplus remaining. The total income of the railways covered by this report for the last fiscal year, including \$34,166,656, income from investments and miscellaneous sources, was \$403,217,512. Taking from this amount the deductions from income, totalizing \$347,339,332, leaves \$55,878,180 for the dividends and surplus for the year. Since, however, the dividends declared amounted to \$57,290,579, the figures show a deficit of \$1,412,399 in the income account of the railways as a whole. The effect of this deficiency would be recognized in the reduction of the surplus fund, or in the increase of liabilities in the case of individual roads.

It should perhaps be explained that the item "Deductions from income" in the summary embraces interest on bonds, rentals paid for

leased lines, taxes, and other miscellaneous charges against the income of railways.

Reference to the figures in the summary shows that the net earnings of the railways embraced in the compilation were \$5,083,195 less for the fiscal year ending June 30, 1897, than for the preceding year.

An inspection of the comparative figures by groups shows that the most notable differences occur in Group III and Group VI, which embrace the territory lying between the Great Lakes and the Ohio and Missouri rivers. In these groups there were decreases in net earnings amounting to nearly \$12,000,000. In Group I, comprising the New England States, there was a decrease of \$896,832 also. Of the seven remaining groups, four show increases in net earnings varying from \$467,313 in Group IV to \$930,159 in Group X, and Groups VII, VIII, and IX, covering all that portion of the United States lying between the Missouri and Mississippi rivers and the Rocky Mountains, show increases aggregating nearly \$5,000,000.

Upon comparison of the dividends reported for the years ending June 30, 1897 and 1896, it will be seen that the amount of dividends paid by the railways having essentially the same mileage for the two years was \$2,331,336 greater for 1897 than for the preceding year, being \$57,290,579 for 1897. All of the groups show an increase in the amount of dividends except Group III, which, roughly speaking, includes the States of Indiana and Ohio, the southern peninsula of Michigan, and a small part of New York and Pennsylvania, for which there was a decrease of \$842,647, and Group IX, mainly Louisiana and Texas, in which there was a small decrease also.

It should be borne in mind that the amount of dividends stated does not represent the amount of dividends declared during the year by all of the railways in the United States for the reason that the dividends declared by the leased or subsidiary operated lines from the rentals paid to them by the lessee or operating companies are not included in this preliminary report. Thus, the total amount of dividends declared by all of the railway companies for the year ending June 30, 1896, was \$87,603,371, the dividends of the operated lines ranging about \$30,000,000 a year.

The total amount of taxes reported by the operating companies embraced in this statement was \$40,979,933. It may be interesting to note that the aggregate amount of taxes reported for the year ending June 30, 1896, was \$39,970,791, which amount included the taxes of such subsidiary lines as were operated under lease or other agreement by the lessee companies. Thus, the taxes of the operating companies of that year, representing 181,982.64 miles of line, were \$37,961,655, or about \$3,000,000 less than for the year under consideration, although the 1897 mileage involved is 1,954.99 miles less than that just given for 1896.

The Preliminary Report on the Income Account of Railways in the United States for the year ending June 30, 1896, showed a "Surplus from operations of year" of \$6,328,667. The corresponding report for 1895 showed a "Deficit from operations of year" of \$31,075,030, and for 1894 a similar deficit of \$28,255,121. The mileage represented in the Preliminary Report for each of these years was unavoidably smaller than in the present report, being less than 165,000 miles in 1895, and less than 150,000 in 1894. It will be recalled that the years mentioned showed the far-reaching effects of the conditions of commercial depression then existing upon the business of railway transportation.

A comparison of the statistical table forming a part of this report with that of last year will disclose that the increase in the number of railways whose income accounts result in showing a deficit from the operations of the year, while considerable, is not confined to any particular locality, being generally distributed over the entire country. In view of the decrease in earnings during the year, and the increase in taxes, with other charges against income, and dividends, the deficit from the operation of the railways of the United States shown in this preliminary statement seems to require no extended comment.

Respectfully submitted.

W. E. BURLEIGH,
Assistant Statistician.

INCOME ACCOUNT
OF
RAILWAYS IN THE UNITED STATES
FOR
THE YEAR ENDING JUNE 30, 1897.

EXPLANATORY NOTE.

The statistics in this table were compiled on the basis of territorial grouping, according to the established custom of this office. The group data for some roads crossing territorial boundaries were assigned by this office, as explained by footnotes. Totalized figures for certain roads lying in more than one group will be found in the Supplement, pages 66 and 67.

The roads appearing in the table filed reports on or before November 30, 1897, on which date this tabulation was closed. In explanation of the arrangement of roads in Column 1, it may be said that all independent roads are arranged in alphabetical order and printed flush. All subsidiary roads making operating reports are also alphabetically arranged, but are indented, following the leading road of the system; a subsidiary road may have another road in a subsidiary relation to itself, and this road will be indented to second place. The proper relation of any road to the road or roads preceding is shown by this arrangement. By reference to the "Index to railways," pages 69 to 75, inclusive, the page location of any road may be found.

It will be noted that throughout the body of the table certain items appear in bold-faced type. Regarding such items it should be understood that they indicate deficits instead of "Net earnings," "Total income," or "Surplus from operations of year."

18 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING JUNE 30, 1897,

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earnings from operation.	
	Total—Railways in the United States.	¹ 180,027.65	<i>Dollars.</i> 314, 859, 516	<i>Dollars.</i> 773, 598, 253	<i>Dollars.</i> ² 1,116,613,254	<i>Dollars.</i> 747, 562, 398
	Group I.....	³ 7,434.95	38,981,065	44,011,771	83,782,621	58,206,713
	Group II.....	⁴ 20,723.49	78,698,242	202,198,289	⁵ 287,789,973	190,519,404
	Group III.....	⁶ 22,670.88	45,312,171	109,267,304	157,830,444	112,174,402
	Group IV.....	11,023.06	12,121,785	32,520,444	⁷ 45,377,515	30,729,941
	Group V.....	20,015.11	22,551,521	60,167,409	⁸ 84,933,863	58,458,026
	Group VI.....	⁹ 41,802.33	56,498,096	155,611,964	¹⁰ 220,412,374	136,595,373
	Group VII.....	10,490.36	9,514,218	30,032,096	40,279,962	25,404,435
	Group VIII.....	22,461.78	21,335,409	67,362,049	92,086,931	63,432,821
	Group IX.....	9,836.83	10,174,749	33,122,851	¹¹ 44,314,405	33,198,128
	Group X.....	13,568.86	19,672,260	39,304,076	¹² 59,805,166	38,843,155
	GROUP I.					
	Total—Group I.....	³ 7,434.95	38,981,065	44,011,771	83,782,621	58,206,713
1	Bang. & Aroostook R. R.....	315.47	240,212	509,228	752,315	458,649
2	Barre R. R.....	9.26	743	36,117	37,487	23,404
3	Benningt. & Rutl. Ry.....	58.91	122,149	94,922	217,928	181,668
4	Boston & Alb. R. R.....	388.68	4,470,670	4,426,987	9,114,625	5,949,792
5	Boston & Me. R. R.....	¹³ 717.73	9,581,251	10,043,946	19,640,846	13,564,271
6	Me. Cent. R. R.....	¹⁴ 813.76	2,141,163	2,756,873	4,923,336	3,173,286
7	Portl. & Roch. R. R.....	53.86	93,349	149,070	242,419	198,802
8	St. J. & L. Cham. R. R.....	131.50	82,599	269,946	353,645	389,987
9	Vt. Vy. R. R. of 1871.....	24.00	84,636	114,786	200,022	135,405
10	Sullivan Co. R. R.....	26.00	92,523	151,717	244,240	178,651
11	York Harb. & B. R. R.....	11.27	27,374	8,952	36,457	25,689
12	Bridgton & Saco Riv. R. R.....	16.00	13,213	14,853	28,066	19,020

¹ Includes 999.98 miles outside the United States.² Includes \$230,125, unclassified.³ Includes 299.07 miles outside the United States.⁴ Includes 54.90 miles outside the United States.⁵ Includes \$17,098, unclassified.⁶ Includes 380.04 miles outside the United States.⁷ Includes \$42,906, unclassified.⁸ Includes \$2,015, unclassified.⁹ Includes 265.97 miles outside the United States.¹⁰ Includes \$8,938, unclassified.¹¹ Includes \$153,686, unclassified.¹² Includes \$5,482, unclassified.¹³ Includes 41.28 miles outside the United States.¹⁴ Includes 52.34 miles outside the United States.

INCOME ACCOUNT OF RAILWAYS.

19

INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND DIVIDENDS.

7	8	9	10	11	12	13	14	No.
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from opera- tions of year. ¹	
1897.	1896.				1897.	1896.		
<i>Dollars.</i>	<i>Dollars.</i>				<i>Dollars.</i>	<i>Dollars.</i>		
369,050,856	374,134,051	34,166,656	403,217,512	² 347,339,332	57,290,579	54,959,243	1,412,399	
25,575,908	26,472,740	1,388,524	26,964,432	³ 19,122,516	8,520,827	8,346,554	678,911	
97,270,569	96,425,262	11,077,431	108,348,000	⁴ 87,088,343	17,355,703	16,568,593	3,903,954	
45,656,042	49,953,189	3,520,986	49,177,028	⁵ 48,617,407	5,843,291	6,685,938	5,283,670	
14,647,574	14,180,261	950,235	15,597,809	⁶ 13,823,447	1,219,296	870,035	555,066	
26,475,837	25,582,367	2,851,099	29,326,936	⁷ 28,087,903	1,261,363	1,119,261	22,330	
83,817,001	91,387,079	8,156,058	91,973,059	⁸ 63,987,111	18,788,742	17,423,060	9,197,206	
14,875,527	13,092,365	1,392,514	16,268,041	⁹ 17,512,512	2,648,654	2,466,562	3,893,125	
28,654,110	27,220,278	2,633,917	31,288,027	¹⁰ 31,114,389	1,204,271	1,122,904	1,030,633	
11,116,277	9,788,658	695,958	11,812,235	¹¹ 15,243,769	46,182	60,086	3,477,716	
20,962,011	20,031,852	1,499,934	22,461,945	¹² 22,741,935	402,250	296,250	682,240	
25,575,908	26,472,740	1,388,524	26,964,432	³ 19,122,516	8,520,827	8,346,554	678,911	
293,666	257,704	-----	293,666	274,708	-----	-----	18,958	1
14,083	-----	7,333	21,416	13,834	-----	-----	7,582	2
36,260	78,193	-----	36,260	38,748	-----	30,000	2,488	3
3,164,833	3,147,457	-----	3,164,833	1,124,263	2,000,000	2,000,000	40,570	4
6,076,575	5,992,829	552,823	6,629,398	¹³ 5,360,103	1,234,002	1,234,058	35,293	5
1,750,050	1,738,946	26,847	1,776,897	1,419,823	298,524	298,524	58,550	6
43,617	62,179	2,055	45,672	9,798	35,524	35,524	350	7
36,342	4,904	3,498	32,844	75,069	-----	-----	107,913	8
64,617	64,677	41,120	105,737	45,066	60,000	60,000	671	9
65,589	65,384	265	65,854	25,811	40,000	40,000	43	10
10,768	13,442	1,089	11,857	522	12,000	12,000	665	11
9,046	8,102	340	9,386	6,648	1,800	1,800	938	12

¹ Items in bold-faced type indicate deficits.² Includes \$40,979,933, taxes.³ Includes \$4,180,872, taxes.⁴ Includes \$8,220,461, taxes.⁵ Includes \$6,202,176, taxes.⁶ Includes \$1,383,899, taxes.⁷ Includes \$2,639,535, taxes.⁸ Includes \$8,681,905, taxes.⁹ Includes \$1,774,567, taxes.¹⁰ Includes \$4,173,253, taxes.¹¹ Includes \$1,219,614, taxes.¹² Includes \$2,503,651, taxes.¹³ Includes \$68,601, "other payments from net income."

20 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP I. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING DIVIDENDS—

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earnings from operation.	
			<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
13	Canadian Pac. Ry ¹ [Line in Maine.]	232. 80	127, 742	291, 302	419, 664	399, 069
14	Montreal & Atl. Ry.....	² 221. 70	144, 451	284, 654	442, 210	405, 001
15	{Cent. Vt. R. R. ³		940, 140	1, 845, 339	2, 895, 726	2, 390, 425
	{Cent. Vt. R. R.....	403. 30				
16	Clarendon & Pittsf. R. R.....	11. 78	29	22, 877	22, 906	16, 470
17	Fitchburg R. R.....	457. 78	2, 313, 720	4, 773, 466	7, 155, 768	4, 979, 830
18	Georges Vy. R. R.....	8. 50	2, 616	7, 840	10, 456	6, 864
19	Grafton & Upton R. R.....	16. 50	25, 872	22, 522	48, 547	29, 890
20	Gr. Trunk Ry.: ⁴					
21	Atl. & St. Law. R. R.....	166. 58	288, 742	843, 002	1, 131, 744	904, 591
22	Lewiston & Aub. Ry.....	5. 41	12, 206	19, 283	31, 489	29, 966
23	Hardwick & Woodbury R. R....	9. 50	51	3, 446	3, 497	3, 657
24	Hoosac Tun. & Wilm. R. R.....	25. 00	10, 766	38, 517	49, 289	32, 930
25	Kennebec Cent. R. R.....	5. 00	6, 618	8, 446	15, 254	9, 991
26	Lime Rock R. R.....	12. 36		70, 537	71, 386	29, 167
27	Monson R. R.....	8. 16	1, 602	5, 206	6, 808	5, 124
28	Montp. & Wells Riv. R. R.....	43. 62	53, 504	70, 619	128, 577	119, 552
29	Moshassuck Vy. R. R.....	2. 00	816	21, 766	22, 949	23, 988
30	Narragansett Pier R. R.....	8. 50	36, 688	18, 028	54, 716	39, 074
31	New England R. R.....	527. 76	1, 910, 619	3, 318, 740	5, 237, 191	3, 997, 873
32	N. Y., New Hav. & Hartf. R. R.	1, 464. 21	15, 967, 864	13, 340, 213	29, 623, 333	20, 043, 257
33	Shepaug, Litchf. & Nn. R. R..	38. 23	28, 454	38, 202	66, 768	55, 614
34	Patten & Sherman R. R.....	5. 84	2, 111	2, 114	4, 225	4, 192
35	Phillips & Rangeley R. R.....	28. 60	11, 728	18, 083	29, 934	26, 683
36	Portl. & Rumf. Falls Ry.....	57. 06	74, 738	174, 856	252, 825	153, 178
37	Rockport R. R.....	3. 00		2, 266	2, 266	2, 131
38	St. Croix & Penobscot R. R....	⁵ 21. 00	3, 957	21, 808	25, 765	26, 762
39	Sandy Riv. R. R.....	18. 00	16, 957	26, 999	43, 996	22, 491
40	Somerset Ry.....	42. 06	27, 072	51, 475	78, 688	64, 203
41	S. Manch. R. R.....	2. 25	3, 426	6, 506	9, 932	10, 911
42	Un. Freight R. R.....	2. 43		62, 697	63, 067	44, 764
43	Wood Riv. Brh. R. R.....	5. 70	4, 568	7, 940	12, 508	8, 714
44	Woodstock Ry.....	13. 88	14, 126	15, 625	29, 751	21, 727

¹ See page 66, No. 13, for totals covering entire road.

² Includes 200.70 miles outside the United States.

³ Report of Receivers.

⁴ Inserted to show relation of two roads following. Files no report.

⁵ Includes 4.75 miles outside the United States.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from operations of year. ¹	No.
1897.	1896.				1897.	1896.		
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
20,595	55,700	.....	20,595	64,659	.....	.....	44,064	13
37,209	106,976	.....	37,209	55,424	.....	.....	18,215	14
505,301	² 1,383,497	16,965	522,266	305,731	.....	.....	216,535	} 15
.....	.....	900	900	419,016	.....	.....	418,116	
6,436	8,682	.....	6,436	660	.....	.....	5,776	16
2,175,938	2,144,449	.....	2,175,938	1,542,639	603,754	595,096	29,545	17
3,592	2,411	.....	3,592	3,376	.....	.....	216	18
18,657	23,766	379	19,036	10,949	10,000	.....	1,913	19
.....	.....	.....	.....	.....	.....	.....	.....	20
227,153	166,659	1,633	228,786	263,117	329,040	329,040	363,371	21
1,523	3,765	1,578	3,101	2,346	18,000	18,000	17,245	22
160	.....	33	127	.....	.....	.....	127	23
16,359	17,770	562	16,921	12,231	2,500	2,500	2,190	24
5,263	4,422	.....	5,263	1,980	2,000	2,400	1,283	25
42,219	40,007	4,252	46,471	24,791	6,750	15,750	14,930	26
1,684	2,720	16	1,700	4,774	.....	.....	3,074	27
9,025	9,338	7,578	16,603	8,153	.....	.....	8,450	28
1,039	444	.....	1,039	438	.....	.....	1,477	29
15,642	25,208	190	15,832	6,079	9,366	8,028	387	30
1,239,318	³ 382,612	} 89,845	1,329,163	1,571,258	.....	.....	242,095	31
9,580,076	⁴ 1,287,086		10,194,148	6,315,903	3,803,516	3,608,542	74,729	32
11,154	9,208,404	614,072	12,714	596	.....	.....	12,118	33
33	17,789	1,560	33	.....	.....	.....	33	34
3,251	5,904	34	3,285	12,824	.....	.....	9,539	35
99,647	83,114	9,799	109,446	52,879	30,000	15,000	26,567	36
135	2,108	.....	135	81	54	2,046	.....	37
997	8,923	564	433	8,189	.....	.....	8,622	38
21,505	24,189	2,500	24,005	13,994	6,000	6,000	4,011	39
14,485	19,706	.....	14,485	15,273	.....	.....	788	40
979	2,066	.....	979	331	.....	.....	1,310	41
18,303	18,594	654	18,957	5,837	10,500	21,000	2,620	42
3,794	3,948	40	3,834	3,821	.....	.....	13	43
8,024	9,970	.....	8,024	774	7,497	11,246	247	44

¹ Items in bold-faced type indicate deficits.

² Figures from report of Receivers.

³ Figures from report of New York and New England R. R., reorganized as New England R. R., cover two months ending August 31, 1895.

⁴ Figures cover ten months ending June 30, 1896.

GROUP II.

INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING
DIVIDENDS—

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earn- ings from operation.	
			Dollars.	Dollars.	Dollars.	Dollars.
	Total—Group II	¹ 20, 723. 49	78, 698, 242	202, 198, 289	² 287, 789, 973	190, 519, 404
45	Addison & Pa. Ry.....	46. 00	19, 945	22, 971	44, 116	38, 561
46	N. Y. & N. Pa. R. R.....	5. 00	1, 895	1, 601	3, 496	3, 748
47	Allegh. & Kinzua R. R. ³	43. 00	.....	7, 074	7, 507	8, 758
48	Altoona & Philipsb. Con. R. R..	17. 10	12, 279	3, 490	21, 061	38, 000
49	Annap., Wash. & Balt. R. R....	20. 50	42, 799	12, 636	55, 535	40, 769
50	Bachman Vy. R. R.....	4. 18	.....	540	1, 527	1, 382
51	Balt. & Annap. S. Line R. R....	26. 00	52, 598	18, 591	72, 575	58, 807
52	Balt. & Del. Bay R. R.....	45. 03	9, 337	17, 407	26, 814	29, 036
53	Balt. & Lehigh Ry.....	42. 90	78, 817	43, 756	124, 527	94, 377
54	Balt. & Ohio R. R. ⁴	1, 198. 23	4, 826, 636	14, 683, 859	19, 510, 495	14, 865, 064
	[Line east of Ohio Riv.]					
55	Bay Ridge & Annap. R. R....	4. 50	2, 964	.....	2, 964	3, 589
56	Berkeley Spgs. & Pot. R. R....	5. 95	2, 036	3, 286	5, 322	14, 030
57	Salisbury R. R.....	11. 70	335	54, 437	54, 772	26, 736
58	Sharpsville R. R.....	17. 75	2, 989	3, 800	8, 037	17, 185
59	Bang. & Portl. Ry.....	40. 51	31, 982	116, 085	148, 268	115, 815
60	Barclay R. R.....	14. 02	5, 275	24, 086	34, 995	24, 030
61	Bare Rock R. R.....	2. 50	1, 972	3, 827	5, 799	3, 688
62	Bloomsb. & Sullivan R. R.....	30. 00	18, 190	39, 868	58, 058	32, 852
63	Bradf. & Wn. Pa. R. R.....	8. 18	.....	6, 416	6, 416	5, 879
64	Bradf., Bord. & Kinzua Ry.....	50. 16	42, 960	34, 843	77, 803	55, 849
65	Brownstone & Middlet. R. R....	2. 50	399	4, 298	6, 564	7, 091
66	Buff. & Susq. R. R.....	155. 14	58, 659	534, 158	610, 226	306, 144
67	Buff., Attica & Arcade R. R....	26. 00	5, 547	14, 890	20, 437	14, 707
68	Buff., Roch. & Pittsb. Ry.....	338. 66	373, 059	2, 764, 589	3, 213, 362	2, 189, 215
69	Buff., St. Marys & S. Wn. R. R. ⁵	51. 14	2, 411	102, 819	105, 286	44, 267
70	Cammal & Black Forest Ry.....	21. 40	338	29, 821	30, 159	18, 432
71	Catasauqua & Fogelsv. R. R....	27. 20	1, 693	54, 568	56, 261	30, 606
72	Cats. Mtn. Ry.....	19. 52	32, 502	17, 514	50, 016	35, 456
73	Cent. N. Y. & Wn. R. R.....	62. 74	31, 243	42, 635	73, 933	63, 759
74	Cent. Pa. & Wn. R. R.....	31. 00	6, 780	11, 629	18, 478	18, 442
75	Cent. R. R. of N. J.....	712. 65	3, 218, 192	9, 320, 952	12, 952, 762	7, 768, 079
76	Cent. R. R. of Pa.....	31. 30	16, 224	16, 502	32, 870	40, 667
15	Cent. Vt. R. R. ⁶					
77	{Ogdensb. & L. Cham. R. R. ⁷		114, 073	451, 874	569, 246	424, 158
	{Ogdensb. & L. Cham. R. R. ⁸	129. 37	39, 304	164, 860	204, 656	132, 856
78	Chambersb. & Gettysb. R. R....	6. 00	6	664	670	817
79	Chateaugay R. R.....	72. 82	44, 910	63, 860	108, 770	117, 530
80	Clarion Riv. Ry.....	12. 00	2, 397	35, 361	37, 790	20, 786
81	Con. Term. R. R.....	1. 00	.....	117, 919	117, 919	54, 554
82	Cooperst. & Charl. Vy. R. R....	24. 56	25, 106	27, 422	53, 058	41, 210
83	Cornwall R. R.....	12. 67	12, 122	20, 197	32, 792	47, 549
84	Cornwall & Leb. R. R.....	24. 89	21, 158	151, 044	174, 149	96, 293
85	Couderspt. & Port Alleg. R. R..	45. 00	22, 870	50, 329	73, 199	40, 676
86	Cumb. & Pa. R. R.....	41. 73	58, 675	533, 550	636, 924	285, 460
87	Del. & Hud. Canal Co.....	688. 93	1, 919, 172	7, 635, 051	9 661, 704	6, 017, 817
88	Adirondack Ry.....	56. 97	60, 023	137, 748	199, 725	131, 915
89	Del., Lack. & Wn. R. R.....	791. 87	4, 405, 753	14, 459, 074	19, 359, 724	11, 874, 676
90	Han. & Newpt. R. R.....	6. 81	.....	.....	4, 749	2, 169
91	Hopatcong R. R.....	. 89	.....	.....	458	458
92	Lack. & Montrose R. R.....	10. 48	12, 740	5, 945	18, 721	12, 157
93	Sussex R. R.....	29. 52	51, 515	82, 029	134, 411	87, 163
94	Syr., Bing. & N. Y. R. R.....	81. 00	269, 694	228, 725	839, 186	467, 894
95	Del. Riv. R. R.....	19. 97	29, 131	20, 703	50, 551	47, 217

¹ Includes 54.90 miles outside the United States.² Includes \$17,098, unclassified.³ Report of Receiver.⁴ Report of Receivers. See page 66, No. 54, for totals covering entire road.⁵ Report for five months ending June 30, 1897.⁶ Inserted to show relation of road following.⁷ Report of Receivers for period, July 1, 1896 to March 21, 1897.⁸ Report of Receiver for period, March 22 to June 30, 1897.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND Continued.

7	8	9	10	11	12	13	14	No.
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from operations of year. ¹	
1897.	1896.				1897.	1896.		
<i>Dollars.</i> 97, 270, 569	<i>Dollars.</i> 96, 425, 262	<i>Dollars.</i> 11, 077, 431	<i>Dollars.</i> 108, 348, 000	<i>Dollars.</i> 287, 088, 343	<i>Dollars.</i> 17, 355, 703	<i>Dollars.</i> 16, 568, 593	<i>Dollars.</i> 3, 903, 954	
5, 555	7, 905	84	5, 639	24, 394	-----	-----	18, 755	45
252	330	-----	252	3, 000	-----	-----	3, 252	46
1, 251	³ 629	-----	1, 251	899	-----	-----	2, 150	47
16, 939	15, 261	-----	16, 939	5, 176	-----	-----	22, 115	48
14, 766	17, 990	-----	14, 766	4, 297	5, 362	15, 194	5, 107	49
145	73	-----	145	80	-----	-----	65	50
13, 768	27, 489	-----	13, 768	21, 088	-----	-----	7, 320	51
2, 222	4, 208	-----	2, 222	19, 148	-----	-----	21, 370	52
30, 150	34, 417	-----	30, 150	16, 725	-----	-----	13, 425	53
4, 645, 431	⁴ 5, 103, 749	⁵ 602, 692	⁵ 5, 248, 123	⁵ 5, 128, 927	-----	⁵ 150, 000	⁵ 119, 196	54
625	5, 251	-----	625	3, 208	-----	-----	3, 833	55
8, 708	11, 493	-----	8, 708	650	-----	-----	9, 358	56
28, 036	31, 508	-----	28, 036	11, 053	7, 077	20, 409	9, 906	57
9, 148	4, 803	67	9, 081	4, 997	-----	-----	14, 078	58
32, 453	34, 048	4, 724	37, 177	24, 379	7, 266	7, 266	5, 532	59
10, 965	13, 085	4, 934	15, 899	3, 828	-----	-----	12, 071	60
2, 111	495	-----	2, 111	-----	-----	-----	2, 111	61
25, 206	28, 209	-----	25, 206	46, 860	-----	-----	21, 654	62
537	1, 562	-----	537	88	-----	-----	449	63
21, 954	10, 938	773	22, 727	17, 790	-----	-----	4, 937	64
527	273	-----	527	168	-----	-----	695	65
304, 082	217, 800	-----	304, 082	163, 374	75, 900	55, 500	64, 808	66
5, 730	750	160	5, 890	3, 258	-----	-----	2, 632	67
1, 024, 147	903, 912	35, 510	1, 059, 657	828, 770	-----	-----	230, 887	68
61, 019	(⁶)	-----	61, 019	6, 089	-----	-----	54, 930	69
11, 727	13, 452	-----	11, 727	[*] 534	-----	-----	11, 193	70
25, 655	41, 351	658	26, 313	8, 966	25, 614	12, 807	8, 267	71
14, 560	18, 057	134	14, 694	14, 161	-----	-----	533	72
10, 174	9, 891	-----	10, 174	16, 245	-----	-----	6, 071	73
36	87	-----	36	36, 740	-----	-----	36, 704	74
5, 184, 683	5, 428, 154	956, 302	6, 140, 985	5, 088, 066	1, 012, 365	1, 124, 850	40, 554	75
7, 797	208	-----	7, 797	51, 399	-----	-----	59, 196	76
145, 088	-----	-----	145, 088	27, 738	-----	-----	117, 350	15
71, 800	(⁷)	1, 122	72, 922	5, 434	-----	-----	67, 488	77
147	373	109	38	6	-----	-----	44	78
8, 760	11, 287	-----	8, 760	15, 999	-----	-----	24, 759	79
17, 004	18, 252	-----	17, 004	2, 461	10, 800	7, 200	3, 743	80
63, 365	64, 964	-----	63, 365	33, 365	-----	-----	30, 000	81
11, 848	19, 868	-----	11, 848	15, 220	-----	-----	3, 372	82
14, 757	11, 265	-----	14, 757	3, 450	-----	-----	18, 207	83
77, 856	147, 730	-----	77, 856	57, 684	24, 000	32, 000	3, 828	84
32, 523	25, 513	-----	32, 523	16, 832	-----	6, 000	15, 691	85
351, 464	247, 667	-----	351, 464	87, 817	-----	-----	263, 647	86
3, 643, 887	3, 917, 290	9, 545	3, 653, 432	⁸ 2, 761, 315	2, 100, 000	2, 450, 000	⁹ 892, 117	87
67, 810	69, 223	7, 122	74, 932	52, 147	-----	-----	22, 785	88
7, 485, 048	8, 741, 800	690, 736	8, 175, 784	6, 557, 003	1, 834, 000	1, 834, 000	215, 219	89
2, 580	253	-----	2, 580	282	-----	-----	2, 298	90
6, 564	577	-----	6, 564	418	-----	-----	6, 146	91
47, 248	46, 917	-----	47, 248	21, 077	-----	-----	26, 171	92
371, 292	369, 619	15, 405	386, 697	184, 283	200, 000	200, 000	2, 414	93
3, 334	8, 602	6, 212	9, 546	4, 098	-----	-----	5, 448	94
								95

¹ Items in bold-faced type indicate deficits.

² Includes \$8,220,461, taxes.

³ Figures from report of Receiver.

⁴ Figures from report of Receivers.

⁵ Group figures assigned by this office.

⁶ Figures shown against St. Marys and Southwestern R. R.

⁷ Financial report filed.

⁸ Exclusive of \$350,000, "interest on funded debt accrued."

⁹ Exclusive of any charge on account of "interest on funded debt accrued" (see note 8), or of dividends in column 12, such items being charged in the general accounts of the company instead of against the operations of its railways.

24 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP II. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING DIVIDENDS—

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earn- ings from operation.	
			<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
96	Del., Susq. & Schuyl. R. R.	182.64	7,406	1,037,622	1,045,202	837,213
97	Emp. & Rich Vy. R. R.	14.50	945	17,514	18,459	13,475
98	Erie R. R. ¹ [Line east of Salamanca, N. Y.]	1,252.26	4,909,606	16,984,209	22,642,534	15,659,913
99	N. J. & N. Y. R. R.	47.66	182,671	81,501	265,396	213,479
100	Erie & Wyo. Vy. R. R.	77.87	41,306	687,180	728,625	507,995
101	Fall Brk. Ry.	240.32	197,727	2,007,676	2,210,284	1,272,675
102	Falls Ck. R. R. ²			5,127	5,127	4,380
103	Fonda, Johnst. & Glov. R. R.	51.50	124,793	117,156	246,810	143,425
104	Genesee & Wyo. Vy. Ry.	16.16	1,100	2,737	3,837	16,603
105	Georges Ck. & Cumb. R. R.	32.59	8,585	443,887	513,870	211,625
20	Grand Trunk Ry: ³					
107	U. S. & Can. R. R.	22.18	3,063	7,336	10,399	23,912
108	Grays Run R. R.	8.70	183	697	880	1,184
109	Greenlick Ry.	3.80				146
110	Greenwich & Johnsonv. Ry.	14.65	15,513	16,980	32,493	22,756
111	Hunters Run & Slate Belt R. R.	13.50	1,870	6,065	7,973	7,672
112	Ironton R. R.	9.25		37,858	37,858	18,100
113	Kanona & Pratts. R. R. ⁴		4,528	11,830	17,654	11,428
114	Kanona & Pratts. Ry. ⁵	11.44	757	1,656	2,461	2,412
115	Keesev., Ausable Chasm & L. Cham. R. R.	5.64	8,390	8,450	16,840	13,780
116	Ketner, St. Mary's & Shawmut R. R.	9.00		11,523	11,523	7,698
117	Keystone R. R.	7.00	590	12,290	12,880	11,948
118	Kinderhook & Hud. Ry.	18.10	12,389	12,780	25,250	22,014
119	Kishacoquillas Vy. R. R.	9.20	3,680	4,266	7,946	7,159
120	L. Cham. & Moriah R. R.	7.66	219	26,192	26,411	29,645
121	Lanc. & Read. N. G. R. R.	15.00	19,461	23,209	42,743	22,896
122	Lanc., Oxf. & Sn. R. R.	20.00	5,440	8,631	14,071	13,884
123	Lehigh & Hud. Riv. Ry.	77.20	38,651	285,733	327,078	182,384
124	Orange Co. R. R.	13.10	2,898	29,674	32,611	31,678
125	Lehigh & New Eng. R. R.	56.42	4,586	32,443	37,196	37,072
126	Lehigh & Pavilion R. R. ⁶					
127	Lehigh Vy. R. R.	1,361.89	2,926,277	15,743,272	19,258,576	14,046,443
128	Ligonier Vy. R. R.	10.50	27,045	24,902	52,157	31,439
129	Little Saw Mill Run R. R.	3.00	2,391	40,399	43,904	20,249
130	Livonia & L. Conesus R. R.	3.00		21,613	21,613	17,961
131	Long I. R. R.	375.29	2,753,429	1,167,963	3,954,866	2,737,200
132	N. Y. & Rkaway. B. Ry.	29.40	194,863	18,943	216,897	168,572
133	Manahawkin & Long B. Transp. Co.	8.71	2,906	2,214	5,120	4,830
134	McKeespt. Con. R. R.	.58		42,984	42,984	38,021
135	Medix Run R. R.	8.50		3,847	3,847	6,498
136	Monongahela Con. R. R.	3.77		153,144	153,144	89,045
137	Monongahela Riv. R. R.	32.40	34,535	121,595	192,272	94,665
138	Montour R. R.	11.00	12,824	33,235	46,907	35,104
139	Montrose Ry.	28.00	9,271	13,651	22,922	18,365
140	Mt. Hope Minl. R. R.	3.54		11,754	11,754	7,326
141	Mt. Jew. & Smethpt. R. R. ⁷		292	16,114	16,406	10,128
142	Mt. Jew., Clermont & Nn. R. R. ⁸	7.60	22	2,061	2,083	636
143	Mt. Jew., Kinzua & Riterv. R. R.	20.52	4,132	37,173	41,305	31,287
144	Mt. Penn Gravity R. R.	8.00	10,730	38	10,905	11,005
145	National Docks Ry.	7.27		232,478	232,478	64,331

¹ See page 66, No. 98, for totals covering entire road.² Report for period, July 1, 1896 to January 11, 1897. Consolidated into Reynoldsville and Falls Creek R. R.³ Inserted to show relation of road following. Files no report.⁴ Report of Receiver for ten months ending April 30, 1897. Reorganized as Kanona and Prattsburg Ry.⁵ Report for two months ending June 30, 1897.⁶ Road not in operation.⁷ Report for period, July 1, 1896 to May 25, 1897. Reorganized as Mt. Jewett, Clermont and Northern R. R.⁸ Report for period, May 26 to June 30, 1897.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND Continued.

7	8	9	10	11	12	13	14	No.
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from operations of year. ¹	
1897.	1896.				1897.	1896.		
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
207,989	219,090	.....	207,989	62,521	.....	.....	145,468	96
4,984	6,419	.....	4,984	507	.....	.....	4,477	97
6,982,621	² 2,589,172 ³ 3,327,525	238,858	7,221,479	7,082,479	.....	.....	139,000	98
51,917	70,104	89	52,006	56,216	.....	.....	4,210	99
220,630	292,794	53,264	273,894	207,088	.....	.....	66,806	100
937,609	918,281	35,825	973,434	538,468	305,000	305,000	129,966	101
747	1,711	.....	747	.....	.....	.....	747	102
103,385	95,224	175	103,560	80,268	15,000	18,000	8,292	103
12,766	11,198	.....	12,766	30,996	.....	.....	43,762	104
302,245	257,654	5,160	307,405	40,952	130,000	100,000	136,453	105
13,513	6,208	.....	13,513	13,469	.....	.....	26,982	107
304	112	.....	304	227	.....	.....	531	108
146	310	.....	146	23	.....	.....	169	109
9,737	12,542	401	10,138	1,355	11,800	11,800	3,017	110
301	482	.....	301	900	.....	.....	599	111
19,758	11,889	2,069	21,827	1,304	24,000	24,000	3,477	112
6,226	44,506	.....	6,226	10,465	.....	.....	4,239	113
49	.....	.....	49	45	.....	.....	4	114
3,060	1,869	1,228	4,288	2,246	.....	.....	2,042	115
3,825	2,943	.....	3,825	120	.....	.....	3,705	116
932	1,222	.....	932	301	.....	.....	631	117
3,236	⁵ 6,281	.....	3,236	.....	.....	.....	3,236	118
787	1,813	.....	787	1,741	.....	.....	954	119
3,234	10,104	81	3,153	3,448	.....	.....	6,601	120
19,847	21,955	.....	19,847	176	.....	.....	19,671	121
187	1,109	.....	187	.....	.....	.....	187	122
144,694	155,151	.....	144,694	142,095	.....	.....	2,599	123
933	5,371	.....	933	880	.....	.....	53	124
124	(⁶)	.....	124	6,960	.....	(⁶)	6,836	125
5,212,133	4,483,070	690,777	5,902,910	5,455,592	.....	.....	447,318	126
20,718	14,636	.....	20,718	5,318	9,600	9,600	5,800	128
23,655	17,065	45	23,700	11,633	8,647	4,324	3,420	129
3,652	⁷ 4,321	.....	3,652	⁸ 723	2,324	.....	605	130
1,217,666	(⁹)	114,845	1,332,511	1,230,306	240,000	(⁹)	137,795	131
48,325	(⁹)	.....	48,325	55,140	.....	.....	6,815	132
290	379	.....	290	236	.....	.....	54	133
4,963	5,287	.....	4,963	.....	5,000	.....	37	134
2,651	5,781	.....	2,651	.....	.....	.....	2,651	135
64,099	58,964	.....	64,099	16,323	36,000	31,500	11,776	136
97,607	120,101	.....	97,607	49,219	.....	.....	48,388	137
11,803	14,362	.....	11,803	395	.....	.....	11,408	138
4,557	11,237	.....	4,557	248	.....	.....	4,309	139
4,428	10,300	125	4,553	699	4,000	12,800	146	140
6,278	6,489	33	6,311	767	.....	2,625	5,544	141
1,447	.....	.....	1,447	.....	.....	.....	1,447	142
10,018	17,668	.....	10,018	11,013	.....	.....	995	143
100	196	.....	100	3,935	.....	.....	4,035	144
168,147	161,967	2,590	170,737	11,213	330,000	.....	170,476	145

¹ Items in bold-faced type indicate deficits.

² Figures from report of Receivers of New York, Lake Erie and Western R. R for five months ending November 30, 1895. Reorganized as Erie R. R.

³ Figures cover seven months ending June 30, 1896.

⁴ Figures from report of Receiver.

⁵ Figures include operations for eight months of Kinderhook and Hudson Ry. Co., reorganized as Kinderhook and Hudson Ry.

⁶ Financial report filed.

⁷ Figures cover five months ending June 30, 1896.

⁸ Includes \$710, "other payments from net income."

⁹ Report not filed.

GROUP II. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING
DIVIDENDS—

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earn- ings from operation.	
			Dollars.	Dollars.	Dollars.	Dollars.
146	New Hav. & Dunbar R. R.	4.39	.....	15,691	15,691	14,962
147	N. Y. & Pa. R. R.	41.10	8,264	20,558	28,822	19,446
148	N. Y. Cent. & Hud. Riv. R. R. ...	2,409.88	15,888,513	25,850,731	43,677,927	27,573,282
149	Beech Ck. R. R.	202.78	90,391	1,322,476	1,416,979	659,064
150	St. Law. & Adirondack Ry ...	¹ 65.10	64,127	71,063	135,302	98,308
151	Wallkill Vy. R. R.	37.69	51,298	115,860	168,082	126,356
152	N. Y., Ont. & Wn. Ry.	480.46	760,318	3,075,505	3,894,403	2,655,859
153	N. Y., Phila. & Norf. R. R.	112.00	243,004	660,571	905,372	729,072
154	N. Y., Susq. & Wn. R. R.	162.73	402,757	1,310,990	1,743,460	974,893
155	Wilkes B. & En. R. R.	65.46	14,909	413,751	428,724	229,337
156	Newb., Dutch. & Conn. R. R.	67.10	30,652	55,885	131,058	106,398
157	Newpt. & Shermans Vy. R. R. ..	28.50	8,269	10,776	19,122	9,530
158	Niag. Jctn. Ry.	10.12	.....	20,424	20,424	15,139
159	Nn. N. Y. R. R.	56.50	18,159	33,799	60,757	46,693
160	Oil Cy. & Ridg. Ry. & Min. Co. ²	.....	.....	.....	.....	.....
161	Oregon & Tex. Ry.	8.00	.....	2,290	2,290	2,420
162	Owasco Riv. Ry.	.50	.....	15,092	15,092	6,418
302	Pennsylvania Co.: ³	.....	.....	.....	.....	.....
163	Waynesb. & Wash. R. R.	28.15	34,971	22,493	57,464	43,111
164	Pennsylvania R. R.	2,818.61	17,121,737	43,020,796	61,143,033	41,512,615
165	Allegh. Vy. Ry.	260.30	687,532	1,643,955	2,342,292	1,462,953
166	Cumb. Vy. R. R.	162.82	358,461	431,923	816,774	614,719
167	Junction R. R. (of Phila.)	3.56	.....	.....	184,642	82,407
168	Nn. Cent. Ry.	379.92	1,366,163	4,783,462	6,357,365	4,567,131
169	Union R. R. (of Balt.)	9.65	115,422	506,493	623,285	73,962
170	Phila., Wilm. & Balt. R. R.	683.91	4,745,539	3,998,067	8,907,633	6,426,386
171	W. Jersey & Seashore R. R. ..	312.47	1,782,577	703,128	2,512,856	1,896,971
172	Pa. & N. Wn. R. R.	75.59	49,596	352,173	403,454	289,138
173	Perry Co. R. R.	22.60	10,308	6,078	16,386	11,405
174	Phila. & Read. R. R. ⁴ .....	.....	1,877,045	7,404,190	9,309,355	4,677,281
175	Phila. & Read. Ry. ⁵	883.52	2,312,347	8,595,404	10,943,501	6,483,186
176	Atl. Cy. R. R.	90.76	524,395	256,079	782,118	576,768
177	Camden Co. R. R. ⁶ .....	.....	4,807	1,472	6,279	5,428
178	Phila. & Brigantine R. R.	22.25	.....	.....	⁷ 17,098	24,848
179	Chester & Del. Riv. R. R.	5.70	.....	7,170	7,170	21,750
180	Gettysb. & Harrisb. Ry.	34.60	29,975	68,957	98,932	81,240
181	Middlet. & Hummelst. R. R.	6.60	1,633	6,520	8,153	7,653
182	N. E. Pa. R. R.	25.60	54,560	45,284	99,878	81,441
183	Perkiomen R. R.	38.50	39,445	218,650	258,466	163,945
184	Phila. & Chest. Vy. R. R.	21.50	6,455	37,904	44,641	35,544
185	Port Read. R. R.	20.04	.....	315,862	316,148	138,946
186	Read. & Col. R. R.	59.00	102,326	175,842	279,679	185,130
187	Rupert & Bloomsb. R. R.	1.60	2,305	7,107	9,615	7,094
188	Stony Ck. R. R.	10.24	13,547	28,849	42,766	31,246
189	Tamaqua, Haz. & Nn. R. R.	9.90	.....	10,451	12,451	4,897
190	Phila. Belt Line R. R.	5.80	.....	.....	1,228	6,337
191	Phila., Newt. & N. Y. R. R.	21.70	46,276	36,530	84,227	64,722
192	Phila., Read. & New Eng. R. R. ⁸	181.00	226,827	412,824	647,475	452,297
193	Pittsb. & En. R. R. ⁹	12.00	1,145	495	15,252	8,694
194	Portage Ck. & Rich Vy. R. R.	12.50	.....	1,928	1,928	2,318
195	Port Jer., Monti. & N. Y. R. R.	41.05	25,896	23,392	49,288	32,862
196	Raritan Riv. R. R.	16.49	13,119	40,521	53,797	39,106
197	Reynoldsv. & Falls Ck. R. R.	16.24	190	112,595	112,785	50,732
198	St. Marys & S. Wn. R. R. ¹⁰ .....	.....	2,645	63,155	104,973	52,414

¹ Includes 54.90 miles outside the United States.² Road not in operation.³ Inserted to show relation of road following.⁴ Report of Receivers for five months ending November 30, 1896. Reorganized as Philadelphia and Reading Ry.⁵ Report for seven months ending June 30, 1897.⁶ Report for five months ending November 30, 1896.⁷ Unclassified.⁸ Report of Receiver.⁹ Report for period, November 16, 1896 to June 30, 1897.¹⁰ Report for seven months ending January 31, 1897. Consolidated with Buffalo and St. Marys R. R. under the name of Buffalo, St. Marys and Southwestern R. R.

INCOME ACCOUNT OF RAILWAYS.

27

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND
Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources.) ¹	Total deductions from income.	DIVIDENDS.		Surplus from opera- tions of year. ¹	No.
1897.	1896.				1897.	1896.		
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
729	951	-----	729	-----	-----	-----	729	146
9,376	² 3,204	-----	9,376	6,029	-----	-----	3,347	147
16,104,645	15,779,351	602,213	16,706,858	12,654,991	4,000,000	4,000,000	51,867	148
757,915	721,250	-----	757,915	³ 406,312	220,000	220,000	131,603	149
36,994	3,695	4,305	41,299	41,299	-----	-----	-----	150
41,726	52,142	-----	41,726	27,204	-----	-----	14,522	151
1,238,544	1,193,427	82,800	1,321,344	921,433	-----	-----	399,911	152
176,300	202,594	-----	176,300	192,329	-----	-----	16,029	153
768,567	806,943	91,942	860,509	772,071	-----	-----	88,438	154
199,387	139,991	115	199,502	151,997	-----	-----	47,505	155
24,660	22,286	524	25,184	23,280	-----	-----	1,904	156
9,592	10,402	-----	9,592	11,009	-----	-----	1,417	157
5,285	2,252	144	5,429	3,593	-----	-----	1,836	158
14,064	18,772	5,274	19,338	32,592	-----	-----	13,254	159
130	380	-----	130	-----	-----	-----	130	160
8,674	777	-----	8,674	537	-----	-----	8,137	161
14,353	18,319	-----	14,353	10,326	-----	-----	4,027	162
19,630,418	20,019,946	5,129,127	24,759,545	17,116,600	6,465,157	6,465,064	1,177,788	163
879,339	929,896	15,334	894,673	1,037,500	-----	-----	142,827	164
202,055	243,362	15,762	217,817	42,217	142,228	142,228	32,372	165
102,235	108,308	-----	102,235	45,126	37,500	12,500	19,609	166
1,790,234	1,730,076	417,554	2,207,788	1,382,475	526,267	526,267	299,046	167
549,323	506,149	23,190	572,513	50,185	567,000	381,000	44,672	168
2,481,247	2,436,120	506,680	2,987,927	1,736,048	827,355	827,355	424,524	169
615,885	⁴ 306,513	3,715	619,600	329,966	231,518	⁴ 3,120	58,116	170
114,316	⁵ 94,278	2,146	116,462	140,482	-----	-----	24,020	171
4,981	200,372	-----	4,981	7,903	-----	-----	2,922	172
4,632,074	11,274	-----	4,939,004	5,460,528	-----	-----	521,524	173
4,460,315	⁶ 9,481,360	306,930	4,664,955	5,198,509	-----	-----	533,554	174
205,350	-----	204,640	207,683	264,248	-----	-----	56,565	175
851	250,847	2,333	901	1,348	-----	-----	447	176
7,750	639	50	7,750	5,755	-----	-----	13,505	177
14,580	⁷ 1,744	-----	14,580	837	-----	-----	15,417	178
17,692	15,431	-----	19,006	34,662	-----	-----	15,656	179
500	27,322	1,314	500	80	-----	-----	420	180
18,437	715	-----	18,841	22,032	-----	-----	3,191	181
94,521	18,007	404	96,354	101,129	-----	-----	4,775	182
9,097	116,190	1,833	9,097	14,575	-----	-----	5,478	183
177,202	12,620	-----	178,083	89,806	-----	-----	88,277	184
94,549	172,611	881	95,593	116,801	-----	-----	21,208	185
2,521	95,514	1,044	2,521	93	-----	-----	2,428	186
11,520	3,430	-----	12,416	25,683	-----	-----	13,267	187
7,554	9,679	896	7,554	132	-----	-----	7,422	188
5,109	6,503	-----	2,462	462	2,000	-----	-----	189
19,505	5,529	7,571	19,747	29,645	-----	-----	9,898	190
195,178	25,950	242	195,178	141,044	-----	-----	54,134	191
6,558	⁸ 200,674	-----	6,558	4,904	-----	-----	1,654	192
390	(⁹)	-----	390	134	-----	(⁹)	524	193
16,426	1,263	-----	19,894	14,927	-----	-----	4,967	194
14,691	18,374	3,468	14,691	18,594	-----	-----	3,903	195
62,053	11,953	-----	62,053	11,675	-----	-----	50,378	196
52,559	15,936	-----	52,559	29,716	-----	-----	22,843	197
	74,991	-----			-----	-----		198

¹ Items in bold-faced type indicate deficits.² Figures from report of the Olean, Oswayo and Eastern R. R., consolidated into the New York and Pennsylvania R. R., June 22, 1896.³ Includes \$29,103, "other payments from net income."⁴ Figures from report of West Jersey R. R. cover ten months ending April 30, 1896. Consolidated into West Jersey and Seashore R. R.⁵ Figures cover two months ending June 30, 1896.⁶ Figures from report of Receivers.⁷ Figures cover three months ending June 30, 1896.⁸ Figures from report of Receiver.⁹ Filed no report.

28 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP II. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING
DIVIDENDS—

	1	2	3	4	5	6
No.	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earn- ings from operation.	
			<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
199	Silver L. Ry.....	6.86	8,087	13,843	21,930	12,933
200	Skaneateles R. R.....	5.00	10,851	14,801	25,652	16,049
201	Slate Run R. R.....	15.00	.....	19,644	19,644	17,600
202	Staten I. Rap. Trans. R. R.....	23.70	340,682	230,465	571,147	392,324
203	Sterling Mtn. Ry.....	7.60	276	7,330	7,606	7,285
204	Stewartstown R. R.....	7.20	3,408	13,252	16,832	7,820
205	Sugar Run R. R.....	18.00	.....	5,578	5,578	6,211
206	Susq. & Buff. R. R.....	1.50	100	3,312	3,417	5,158
207	Tuckerton R. R.....	29.00	22,572	24,211	47,419	37,374
208	Ulster & Del. R. R.....	87.40	151,572	248,285	400,757	289,700
209	Kaaterskill R. R.....	8.50	9,485	3,870	13,355	10,996
210	Stony Clove & Cats. Mtn. R. R	14.30	27,310	11,067	38,377	25,264
211	Unadilla Vy. Ry.....	19.14	7,370	12,482	19,852	17,383
212	Ursina & N. Fork Ry.....	4.00	29	1,145	1,174	1,853
213	Valley R. R. (of Pa.).....	9.00	60	16,260	16,320	7,401
214	Wn. Md. R. R.....	143.50	345,338	658,471	1,003,809	743,299
215	Balt. & Harrisb. Ry.....	97.60	112,188	145,503	257,691	168,111
216	Berlin Brh. R. R.....	7.00	1,581	3,696	5,378	5,443
217	Wn. N. Y. & Pa. Ry.....	643.16	805,802	2,148,972	2,954,774	2,042,946
218	Kinzua Vy. R. R.....	10.00	407	6,842	7,249	6,534
219	Williams Vy. R. R.....	12.00	14,154	11,458	25,612	13,906
220	Williamspt. & N. Brh. R. R.....	45.00	24,910	52,643	78,368	71,051
221	Wilm. & Nn. R. R.....	92.30	86,467	355,432	449,226	385,820
222	York Sn. R. R.....	41.00	23,909	45,611	69,520	43,058
223	Youghy. & Wick Hav. R. R ¹.....	.....	.....	.....	.....	.....

¹ No income from operation.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND
Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from opera- tions of year. ¹	No.
1897. .	1896.				1897.	1896.		
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
8,997	9,208	13,844	22,841	4,700	.....	.....	18,141	199
9,603	12,024	.....	9,603	1,656	4,668	4,668	3,279	200
2,044	5,519	.....	2,044	54	.....	.....	1,990	201
178,823	188,355	77,169	255,992	328,448	.....	.....	72,456	202
321	265	356	677	838	.....	.....	161	203
9,012	6,693	.....	9,012	8,003	2,800	.....	1,791	204
633	2,263	179	454	504	4,000	.....	4,958	205
1,741	1,768	.....	1,741	.....	.....	.....	1,741	206
10,045	5,486	.....	10,045	8,599	.....	.....	1,446	207
111,057	104,442	16,700	127,757	119,088	.....	.....	8,669	208
2,359	360	.....	2,359	785	.....	.....	1,574	209
13,113	13,379	.....	13,113	18,820	.....	.....	5,707	210
2,469	2,236	184	2,653	13,981	.....	.....	11,328	211
679	315	.....	679	10	.....	.....	689	212
8,919	8,412	.....	8,919	163	.....	.....	8,756	213
260,510	345,149	.....	260,510	287,970	.....	.....	27,460	214
89,580	87,553	.....	89,580	40,451	1,455	1,516	47,674	215
65	1,261	103	38	3,077	.....	.....	3,039	216
911,828	952,120	54,611	966,439	840,189	.....	.....	126,250	217
715	3,708	.....	715	24	.....	.....	691	218
11,706	7,098	.....	11,706	6,531	.....	.....	5,175	219
7,317	38,326	.....	7,317	57,265	.....	.....	49,948	220
63,406	76,971	.....	63,406	55,871	.....	.....	7,535	221
26,462	19,657	.....	26,462	20,497	.....	.....	5,965	222
.....	.....	.....	.....	.....	.....	.....	.....	223

¹ Items in bold-faced type indicate deficits.

30 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP III. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING DIVIDENDS—

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earnings from operation.	
			<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Total—Group III.....	¹ 22, 670. 88	45, 312, 171	109, 267, 304	157, 830, 444	112, 174, 402
224	Addyston & Ohio Riv. R. R.	7. 20	.....	11, 832	11, 832	9, 775
225	Alliance & Nn. R. R.	25. 00	8, 923	30, 028	39, 132	32, 586
226	Ann Arbor R. R.	291. 90	283, 093	875, 587	1, 229, 436	1, 037, 168
227	Arcadia & Betsey Riv. Ry.	23. 50	73	5, 213	5, 286	3, 697
54	Balt. & Ohio R. R. ²	773. 27	1, 617, 672	4, 237, 830	5, 855, 502	5, 163, 821
	[Line west of Ohio Riv.]					
228	Balt. & Ohio S. Wn. Ry. ³	546. 39	1, 258, 132	2, 305, 317	3, 684, 000	2, 554 383
	[Line east of Vincennes, Ind.]					
229	Clev. Term. & Vy. R. R.	86. 53	169, 716	609, 397	796, 348	537, 171
230	En. Ohio R. R.	16. 91	3, 849	16, 509	20, 358	20, 079
231	Pittsb. & Wn. Ry. ⁴	339. 27	558, 933	2, 191, 538	2, 768, 507	1, 815, 422
232	Barberton Belt Line R. R.	8. 29	.....	26, 172	26, 172	9, 229
233	Bedford Belt Ry.	7. 70	4, 006	25, 424	29, 430	28, 877
234	Bellaire, Zanesv. & Cin. Ry. ⁴ ..	111. 75	48, 267	48, 217	98, 249	116, 641
235	Boyne Cy. & S. En. R. R.	17. 00	1, 136	20, 045	21, 754	11, 156
236	Cent. Un. Depot & Ry. Co. of Cin.					
237	Chic. & S. Bend R. R.	. 91	.....	.....	11, 856	8, 062
238	Chic. & W. Mich. Ry.	581. 11	631, 707	1, 028, 351	1, 681, 128	1, 290, 251
239	Det., Gr. Rap. & Wn. R. R. ⁵ ..	451. 00	246, 379	348, 896	606, 336	478, 508
240	Det., Lans. & Nn. R. R. ⁶		309, 977	323, 519	644, 634	563, 438
241	Cin. & Westwood R. R.	5. 63	7, 494	2, 855	10, 349	15, 004
242	Cin., Georget. & Ports. R. R.	42. 00	44, 017	15, 592	59, 733	55, 155
243	Cin., Ham. & Day. Ry.	541. 38	1, 210, 047	2, 445, 037	3, 788, 358	2, 493, 769
244	Cin., Ham. & Indpls. R. R.	98. 94	292, 548	338, 705	632, 212	554, 756
245	Cin., Jack. & Mack. Ry. ⁴	414. 49	237, 755	454, 462	705, 342	657, 620
246	Cin., Leb. & Nn. Ry.	31. 76	64, 023	33, 180	131, 600	84, 863
247	Cin. N. Wn. Ry.	6. 50	2, 433	7, 563	9, 996	6, 831
248	Cin., Ports. & Va. R. R.	111. 50	84, 411	174, 241	258, 652	223, 802
249	Clev., Akron & Cols. Ry.	193. 85	244, 855	383, 930	685, 557	544, 473
250	Clev. Belt & Term. R. R.	6. 57	.....	18, 880	23, 147	15, 179
251	Clev., Cant. & Sn. R. R. ⁴	209. 42	227, 860	457, 435	687, 959	575, 308
252	Clev., Cin., Chic. & St. L. Ry. ⁷ ..	1, 411. 83	3, 377, 842	6, 091, 271	9, 679, 116	6, 996, 676
	[Line east of Terre Haute, Ind.]					
253	Day. & Un. R. R.	46. 95	66, 279	69, 251	135, 838	95, 505
254	Mt. Gil. S. Line Ry.	2. 00	2, 313	1, 699	4, 286	3, 609
255	Peoria & En. Ry. ⁸	218. 55	332, 647	683, 414	1, 017, 319	765, 675
	[Line east of Danville, Ill.]					
256	Clev., Lor. & Wheel. Ry.	192. 30	206, 245	998, 906	1, 221, 021	829, 973
257	Cols., Hock. Vy. & Tol. Ry.	342. 70	492, 856	1, 889, 055	2, 400, 436	1, 426, 595
258	Crawf. & Manistee Riv. Ry.	10. 00	.....	7, 688	7, 688	7, 493
259	Day., Leb. & Cin. R. R.	23. 00	3, 259	11, 352	14, 661	14, 511
260	Elkhart & Wn. R. R.	11. 81	1, 499	16, 969	18, 468	10, 950

¹ Includes 380.04 miles outside the United States.

² Report of Receivers. See page 66, No. 54, for totals covering entire road.

³ See page 66, No. 228, for totals covering entire road.

⁴ Report of Receiver.

⁵ Report for six months ending June 30, 1897.

⁶ Report of Receiver for six months ending December 31, 1896. Reorganized as Detroit, Grand Rapids and Western R. R.

⁷ See page 66, No. 252, for totals covering entire road.

⁸ See page 66, No. 255, for totals covering entire road.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND Continued.

7	8	9	10	11	12	13	14	No.
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources.) ¹	Total deductions from income.	DIVIDENDS.		Surplus from operations of year. ¹	
1897.	1896.				1897.	1896.		
<i>Dollars.</i> 45,656,042	<i>Dollars.</i> 49,953,189	<i>Dollars.</i> 3,520,986	<i>Dollars.</i> 49,177,028	<i>Dollars.</i> 48,617,407	<i>Dollars.</i> 5,843,291	<i>Dollars.</i> 6,685,938	<i>Dollars.</i> 5,283,670	
2,057	8,249	-----	2,057	-----	-----	-----	2,057	224
6,546	6,383	-----	6,546	2,753	-----	-----	3,793	225
192,268	³ 14,040	-----	192,268	185,482	-----	-----	6,786	226
1,589	⁴ 48,293	-----	1,589	131	-----	-----	1,458	227
691,681	⁵ 2,708	-----	⁷ 807,507	⁷ 2,054,841	-----	-----	⁷ 1,247,334	54
1,129,617	⁶ 980,768	⁷ 115,826	1,131,267	1,292,875	-----	-----	161,608	228
259,177	1,302,042	1,650	260,156	242,644	-----	-----	17,512	229
279	⁸ 20,099	979	279	293	-----	-----	14	230
953,085	⁹ 183,742	-----	956,333	1,095,636	-----	-----	139,303	231
16,943	4,441	-----	16,943	3,347	-----	-----	13,596	232
553	¹⁰ 978,223	3,248	642	17,885	-----	-----	17,243	233
18,392	10,830	89	608	4,186	-----	-----	3,578	234
10,598	5,040	19,000	10,598	933	-----	-----	9,665	235
-----	¹⁰ 3,696	-----	-----	-----	(¹¹)	(¹¹)	-----	236
3,794	8,180	-----	4,064	1,131	-----	-----	2,933	237
390,877	6,223	270	395,196	451,222	-----	-----	56,026	238
127,828	350,360	4,319	130,180	111,496	-----	-----	18,684	239
81,196	¹² 171,991	2,352	83,412	13,472	-----	-----	69,940	240
4,655	¹³ 42,430	2,216	4,655	8,921	-----	-----	13,576	241
4,578	1,976	-----	4,578	16,468	-----	-----	11,890	242
1,294,589	6,185	-----	1,531,110	1,072,957	383,034	302,012	75,119	243
77,456	1,648,937	236,521	77,456	386,371	-----	-----	308,915	244
47,722	115,404	-----	47,722	37,262	-----	-----	10,460	245
46,737	¹⁰ 70,487	-----	46,737	20,200	-----	-----	26,537	246
3,165	49,321	-----	3,165	1,500	-----	-----	1,665	247
34,850	998	-----	34,850	14,137	23,760	17,820	3,047	248
141,084	43,881	-----	141,084	189,358	-----	-----	48,274	249
7,968	244,305	-----	7,968	2,305	-----	-----	5,663	250
112,651	9,005	-----	112,651	269,902	-----	-----	157,251	251
2,682,440	¹⁰ 160,701	-----	2,798,136	¹⁴ 2,582,020	276,712	368,950	60,596	252
40,223	2,795,382	115,696	40,333	22,125	-----	-----	18,208	253
677	53,299	-----	677	257	-----	-----	420	254
251,644	977	-----	251,644	324,039	-----	-----	72,395	255
391,048	329,417	-----	391,048	362,131	50,000	100,000	21,083	256
973,841	480,484	-----	1,045,841	1,173,663	112,500	100,000	240,322	257
195	1,336,617	72,000	195	118	415	-----	338	258
150	231	-----	150	583	-----	-----	433	259
7,518	1,715	-----	7,518	¹⁵ 20,511	-----	-----	12,993	260
-----	8,716	-----	-----	-----	-----	-----	-----	-----

¹ Items in bold-faced type indicate deficits.

² Includes \$6,202,176, taxes.

³ Figures from report of Receiver of the Toledo, Ann Arbor and North Michigan Ry. for four months ending October 31, 1895. Reorganized as the Ann Arbor R. R.

⁴ Figures cover eight months ending June 30, 1896.

⁵ Figures cover period, September 25, 1895 to June 30, 1896.

⁶ Figures from report of Receivers.

⁷ Group figures assigned by this office.

⁸ Figures from report of Receivers of Valley Ry. (of Ohio) for period, July 1 to October 5, 1895. Reorganized as Cleveland Terminal and Valley R. R.

⁹ Figures cover period, October 6, 1895 to June 30, 1896.

¹⁰ Figures from report of Receiver.

¹¹ No income account returned; dividends declared, \$42,750.

¹² Figures cover nine months ending March 31, 1896.

¹³ Figures from report of Receiver cover three months ending June 30, 1896.

¹⁴ Includes \$18,988, "other payments from net income."

¹⁵ Includes \$1,970, "other payments from net income."

32 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP III. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING
DIVIDENDS—

	1	2	3	4	5	6
No.	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earn- ings from operation.	
			Dollars.	Dollars.	Dollars.	Dollars.
98	Erie R. R. ¹ [Line west of Salamanca, N. Y.]	603.10	1,488,934	4,842,423	6,408,477	4,621,441
261	Chic. & Erie R. R.	269.56	533,814	1,884,142	2,446,021	2,166,793
262	Evansv. & T. Haute R. R.	166.88	305,376	573,661	1,003,430	555,808
263	Evansv. & Indpls. R. R.	149.90	97,907	172,074	278,301	210,409
264	Evansv. & Rich. R. R. ²	37.70	17,494	82,965	100,459	96,141
265	Find., Ft. Way. & Wn. Ry.	78.40	29,651	45,204	78,561	84,117
266	Flint & Pèrè Marq. R. R.	783.48	730,274	1,428,723	2,192,349	1,583,770
106	Grand Trunk Ry. : ³					
267	Chic. & Gr. Trunk Ry.	335.27	898,811	2,245,076	3,149,559	2,606,750
268	Cin., Sag. & Mack. R. R.	53.00	38,637	77,983	117,097	112,634
269	Chic., Det. & Can. Gr. Trunk Jctn. Ry.	59.37	139,805	85,571	225,376	257,086
270	Det., Gr. Hav. & Milw. Ry.	189.00	417,064	535,613	1,005,470	824,699
271	Mich. Air Line Ry.	105.60	40,207	81,930	122,137	127,602
272	Tol., Sag. & Musk. Ry.	117.00	25,832	74,393	112,184	124,534
273	Ind., Dec. & Wn. Ry. ⁴ [Line in Indiana.]	76.75	81,142	146,706	227,848	150,342
274	Ind., Ill. & Io. R. R. ⁵ [Line in Indiana.]	82.17	35,686	346,225	383,232	291,834
275	Ind. Nn. Ry. ⁶	2.00			3,668	3,478
276	Indpls. Un. Ry.	12.64	6,627		507,663	284,690
277	Iron Ry.	1.850	1,763	14,430	37,835	26,446
278	Ivorydale & Mill Ck. Vy. Ry.	6.00		34,722	39,853	19,581
279	Jamest. & L. Erie Ry.	28.51	19,150	22,528	42,470	40,915
280	L. Erie & Wn. R. R.	718.38	888,775	2,138,076	3,149,063	1,844,348
281	Nn. Ohio Ry.	161.75	30,194	91,869	123,735	109,358
282	L. Erie, Alliance & Sn. Ry. ² ...	35.80	5,336	19,305	25,515	24,241
283	L. Shore & Mich. Sn. Ry.	1,439.66	6,382,545	12,998,422	19,688,918	12,416,169
284	N. Y., Chic. & St. L. R. R.	532.32	877,651	4,493,644	5,377,490	4,256,408
285	Pittsb. & L. Erie R. R.	177.19	584,034	3,744,759	4,363,552	2,832,167
286	Ellwood Con. R. R.	.68	1,502	2,329	3,831	(?)
287	Lakeside & Marbleh. R. R.	6.88	2,233	24,024	26,257	20,316
288	Louisv., Evansv. & St. L. Con- sol. R. R. ²	374.64	460,836	902,419	1,408,586	1,073,916
289	Louisv., New Alb. & Chic. Ry. ..	535.46	940,850	1,952,590	2,924,464	1,930,689
290	Louisv., New Alb. & Cdn. R. R.	10.70	6,326	5,300	11,626	9,742
291	Lowell & Hastings R. R.	12.50	3,649	7,490	11,139	10,423
292	Manistee & Gr. Rap. R. R.	44.71	1,485	41,766	43,371	28,860
293	Manistee & N. En. R. R.	94.50	43,047	182,690	230,344	132,207
294	Mason & Oceana R. R.	27.00	2,909	11,438	14,347	13,973
295	Mich. Cent. R. R.	⁸ 1,657.97	4,214,902	9,387,623	13,646,138	9,860,852
296	Middlet. & Cin. R. R.	15.44	3,664	27,811	37,475	22,763
297	New Castle & Butler R. R.	2.50		5,259	5,259	8,480
148	N. Y. Cent. & Hud. Riv. R. R. : ⁹					
298	Dunk., Allegh. Vy. & Pittsb. R. R.	90.60	91,753	115,099	207,073	199,106
299	Norf. & Wn. Ry. ¹⁰ [Line north of Ohio Riv.]	139.26	203,390	661,711	888,922	628,519
300	N. Wn. Monroe Ry. ¹¹					
301	Ohio Sn. R. R. ¹²	265.63	83,929	464,222	636,523	472,461
302	Pennsylvania Co.	1,225.17	4,119,311	11,880,572	16,257,695	10,647,641
303	Cin. & Musking. Vy. Ry.	148.45	132,783	243,564	404,948	342,379

¹ See page 66, No. 98, for totals covering entire road.² Report of Receiver.³ Inserted to show relation of six roads following. Files no report.⁴ See page 66, No. 273, for totals covering entire road.⁵ See page 66, No. 274, for totals covering entire road.⁶ Switching road.⁷ No operating expenses. Controlled by Pittsburg and Lake Erie R. R. through ownership of entire capital stock.⁸ Includes 380.04 miles outside the United States.⁹ Inserted to show relation of road following.¹⁰ See page 66, No. 299, for totals covering entire road.¹¹ Not in operation.¹² Report of Receivers.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND
Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from opera- tions of year. ¹	No.
1897.	1896.				1897.	1896.		
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
1,787,036	² 287,438 ³ 1,119,452	-----	1,787,036	1,574,017	-----	-----	213,019	98
279,228	268,456	74,655	353,883	957,958	-----	-----	604,075	261
447,622	454,422	17,191	464,813	385,574	25,680	-----	53,559	262
67,892	90,537	128	68,020	174,714	-----	-----	106,694	263
4,318	⁴ 20,582	248	4,566	82,106	-----	-----	77,540	264
5,556	13,318	-----	5,556	70,515	-----	-----	76,071	265
608,579	582,199	103,497	712,076	680,742	-----	-----	31,334	266
542,809	330,145	102,913	645,722	1,217,510	-----	-----	571,788	267
4,463	10,279	-----	4,463	88,630	-----	-----	84,167	268
31,710	45,669	2,240	29,470	74,965	43,800	43,800	148,235	269
180,771	95,489	-----	180,771	398,065	-----	-----	217,294	270
5,465	16,023	312	5,153	78,943	-----	-----	84,096	271
12,350	40,878	-----	12,350	85,062	-----	-----	97,412	272
77,506	78,805	-----	77,506	64,635	12,680	6,840	809	273
91,398	101,531	16	91,414	57,807	-----	-----	33,607	274
190	120	-----	190	538	-----	2,000	348	275
222,973	310,512	33,982	256,955	158,715	-----	-----	98,240	276
11,389	7,369	-----	11,389	2,827	-----	-----	8,562	277
20,272	28,791	-----	20,272	25,000	-----	-----	4,728	278
1,555	1,712	11,375	12,930	18,895	-----	-----	5,965	279
1,304,715	1,571,301	-----	1,304,715	795,833	592,000	592,000	83,118	280
14,377	8,552	-----	14,377	133,288	-----	-----	118,911	281
1,304	⁴ 2,570	4,000	5,304	34,724	-----	-----	29,420	282
7,272,749	7,047,698	235,199	7,507,948	4,449,165	3,021,340	3,021,340	37,443	283
1,121,082	1,253,794	6,272	1,127,354	1,131,770	-----	250,000	4,416	284
1,531,385	1,662,305	28,632	1,560,017	797,364	400,000	400,000	362,653	285
3,831	3,065	-----	3,831	273	-----	-----	3,558	286
5,941	9,087	-----	5,941	8,730	-----	-----	2,789	287
334,670	⁴ 434,479	-----	334,670	704,238	-----	-----	369,568	288
993,775	1,061,244	74,400	1,068,175	1,158,209	-----	-----	90,034	289
1,884	6,744	-----	1,884	5,653	-----	-----	3,769	290
716	1,055	-----	716	242	-----	-----	474	291
14,511	12,766	-----	14,511	2,513	-----	-----	11,998	292
98,137	68,039	-----	98,137	60,392	-----	-----	37,745	293
374	493	-----	374	374	-----	-----	-----	294
3,785,286	3,922,789	44,665	3,829,951	3,036,125	749,520	749,520	44,306	295
14,712	3,200	5,031	19,743	8,945	-----	-----	10,798	296
3,221	7,679	-----	3,221	-----	-----	-----	3,221	297
7,967	6,782	-----	7,967	13,307	-----	-----	5,340	298
260,403	⁵ 239,190	-----	260,403	248,811	-----	-----	11,592	299
164,062	⁶ 295,361	210	164,272	466,900	-----	-----	302,628	300
5,610,054	7,135,280	2,089,359	7,699,413	⁷ 8,137,115	-----	-----	437,702	301
62,569	53,598	-----	62,569	125,507	-----	-----	62,938	302
								303

¹ Items in bold-faced type indicate deficits.

² Figures from report of Receivers of New York, Lake Erie and Western R. R. for five months ending November 30, 1895. Reorganized as Erie R. R.

³ Figures cover seven months ending June 30, 1896.

⁴ Figures from report of Receiver.

⁵ Figures from report of Receivers of Norfolk and Western R. R., reorganized as Norfolk and Western Ry.

⁶ Figures from report of Receivers.

⁷ Includes \$332,441, "other payments from net income."

34 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP III. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING DIVIDENDS—

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger	Freight.	Total gross, including other earnings from operation.	
	Pennsylvania Co.—Continued.		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
304	Clev. & Mari. Ry	110.83	89,331	261,421	351,992	319,269
305	Gr. Rap. & Ind. Ry	589.15	834,115	1,489,725	2,344,499	1,793,215
306	Pittsb., Cin., Chic. & St. L. Ry	1,402.64	5,197,540	10,814,693	16,252,930	11,017,922
307	Newpt. & Cin. Brg. Co.	1.73	.....	.....	115,200	2,840
308	Pittsb., Chartiers & Youghy. Ry.	17.14	11,407	180,480	191,972	100,821
309	Pittsb. & Castle Shan. R. R.	6.50	43,583	15,387	59,969	51,075
310	Pittsb. & Moon Run R. R.	5.00	1,852	15,065	16,917	20,939
311	Pittsb., Bessemer & L. Erie R. R	186.45	170,940	417,911	599,019	505,452
312	Pittsb. Jctn. R. R.	6.87	4,762	348,007	352,769	143,779
313	Pittsb., Lisbon & Wn. Ry	28.00	10,487	35,558	46,045	31,286
314	Sag., Tusc. & Huron R. R.	66.57	41,778	62,821	105,215	81,112
315	St. Clairsv. & Nn. Ry	3.60	4,675	1,102	5,777	6,797
316	Salem R. R. ²	6.92	4,964	12,897	17,888	11,043
317	T. Haute & Indpls. R. R. ³	328.02	636,306	1,137,949	1,795,448	1,368,030
	[Line in Indiana.]					
318	Tionesta Vy. Ry	63.30	10,780	38,251	49,053	38,058
319	Tionesta Vy. & Hickory Ry.	5.00	.....	1,758	1,758	1,284
320	Tionesta Vy. & Salmon Ck. Ry.	6.00	.....	3,604	3,604	1,355
321	Tol. & Ohio Cent. Ry	371.44	417,797	1,266,742	1,750,979	1,285,275
322	Kanawha & Mich. Ry. ⁴	76.68	57,028	151,736	225,536	173,772
	[Line north of Ohio Riv.]					
323	Tol. & Ohio Cent. Ex. R. R. ² ...	52.70	21,878	38,461	61,955	65,980
324	Tol., St. L. & Kans. Cy. R. R. ⁵ ..	271.23	244,287	1,094,914	1,339,201	1,057,067
	[Line in Indiana and Ohio.]					
325	Tol. S. En. Ry	1.25	.....	2,570	2,570	2,510
326	Un. R. R., Elevator & Transp. Co. ⁶	.....	.....	.....	.....	.....
327	Wabash R. R. ⁷	638.00	1,247,067	2,595,196	3,869,610	2,709,717
	[Line east of Danville, Ill.]					
328	Wheel. & L. Erie Ry. ⁹ .....	.....	104,653	534,742	667,320	547,879
	Wheel. & L. Erie Ry. ¹⁰	242.78	69,083	378,617	471,634	590,140
329	Tol. Belt Ry. ⁸	4.20	.....	.....	17,251	10,576
330	Zanesv. & Ohio Riv. Ry. ²	78.95	58,334	65,986	124,344	105,110

¹ Includes .54 mile lying in Group V.

² Report of Receiver.

³ See page 66, No. 317, for totals covering entire road.

⁴ See page 66, No. 322, for totals covering entire road.

⁵ Report of Receiver. See page 66, No. 324, for totals covering entire road.

⁶ No income account reported.

⁷ See page 66, No. 327, for totals covering entire road.

⁸ Report of Receivers for period, January 16 to June 30, 1897. Switching road.

⁹ Report for period, July 1, 1896 to January 15, 1897.

¹⁰ Report of Receivers for period, January 16 to June 30, 1897.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from operations of year. ¹	No.
1897.	1896.				1897.	1896.		
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
32,723	100,789	2,387	35,110	72,176	.....	.....	37,066	304
551,284	² 611,302	407	551,691	520,932	.....	.....	³ 30,759	305
5,235,008	5,797,765	57,448	5,292,456	4,743,554	.....	455,456	548,902	306
112,360	112,173	3,864	116,224	68,618	.....	.....	47,606	307
91,151	100,838	675	91,826	38,718	49,000	28,000	4,108	308
8,894	16,785	.....	8,894	16,976	.....	.....	8,082	309
4,022	203	.....	4,022	6,789	.....	.....	10,811	310
93,567	⁴ 189,739	1,279	94,846	293,105	.....	.....	198,259	311
208,990	202,538	.....	208,990	126,823	55,500	62,800	26,667	312
14,759	⁵ 1,190	67	14,826	8,221	.....	.....	6,605	313
24,103	⁶ 202	377	24,480	74,002	.....	.....	49,522	314
1,020	324	.....	1,020	.....	.....	.....	1,020	315
6,845	3,998	.....	6,845	7,734	.....	.....	889	316
427,418	371,034	.....	427,418	350,943	.....	.....	76,475	317
10,995	19,721	.....	10,995	1,456	.....	.....	9,539	318
474	368	.....	474	109	.....	.....	365	319
2,249	1,585	.....	2,249	3,607	.....	.....	1,358	320
465,704	617,845	8,208	473,912	467,475	46,350	185,400	39,913	221
51,764	52,750	15	51,779	52,003	.....	.....	224	322
4,025	⁷ 1,382	.....	4,025	111,500	.....	.....	115,525	323
282,134	⁸ 261,075	.....	282,134	378,940	.....	.....	96,806	324
60	⁹ 127	.....	60	.....	.....	.....	60	325
.....	.....	.....	.....	.....	.....	.....	.....	326
1,159,893	¹⁰ 1,073,759	37,768	1,197,661	1,188,217	.....	.....	9,444	327
119,441	.....	.....	119,441	425,233	.....	.....	305,792	328
118,506	422,335	.....	118,506	20,380	.....	.....	138,886	
6,675	⁽¹¹⁾		6,675	6,351		⁽¹¹⁾	324	329
19,234	⁷ 19,301	.....	19,234	133,694	.....	.....	114,460	330

¹ Items in bold-faced type indicate deficits.

² Figures from report of Grand Rapids and Indiana R. R. Reorganized as Grand Rapids and Indiana Ry.

³ Excludes \$12,192, net loss in operating the Grand Rapids and Indiana R. R. for the month of July, 1896, charged to that company.

⁴ Figures from report of Pittsburgh, Shenango and Lake Erie R. R. Reorganized as Pittsburgh, Bessemer and Lake Erie R. R.

⁵ Figures from report of Receiver of Pittsburgh, Marion and Chicago Ry. for ten months ending April 30, 1896. Reorganized as Pittsburgh, Lisbon and Western Ry.

⁶ Figures cover two months ending June 30, 1896.

⁷ Figures from report of Receiver.

⁸ Figures from report of Receiver. Group figures assigned by this office.

⁹ Figures cover period, August 12, 1895 to June 30, 1896.

¹⁰ Group figures assigned by this office.

¹¹ Financial report filed.

36 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP IV.

INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING DIVIDENDS—

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earnings from operation.	
			Dollars.	Dollars.	Dollars.	Dollars.
	Total—Group IV	11,023.06	12,121,785	32,520,444	¹ 45,377,515	30,729,941
331	Aberd. & Asheboro R. R	63.50	5,037	42,731	48,427	36,002
332	Aberd. & Rockfish R. R	16.00	-----	13,381	13,381	7,467
333	Atl. & Danv. Ry	278.16	108,481	408,832	526,260	382,186
334	Atl. Coast Line Assn	1,497.00	1,548,721	3,466,981	5,185,684	3,098,510
335	Col., Newb. & Laurens R. R ..	75.00	39,733	88,532	128,265	98,395
54	Balt. & Ohio R. R. ²	101.38	76,384	139,741	216,125	185,851
	[Line south of Harpers Ferry, W. Va.]					
336	W. Va. & Pittsb. R. R	159.38	110,572	254,038	378,661	190,084
337	Big Stony Ry	10.00	-----	-----	³ 1,313	1,313
338	Blue Ridge R. R. ⁴	34.20	15,053	20,579	36,009	32,025
339	Caldwell & Nn. R. R	10.60	413	5,735	6,261	9,175
340	Cape Fear & Yad. Vy. Ry. ⁴ ..	341.74	142,455	414,628	558,929	476,098
341	Car. & Cumb. Gap Ry	24.25	5,958	21,426	27,384	20,076
342	Car. & N. Wn. Ry. ⁵	109.30	36,923	61,147	103,440	67,855
343	Car. Midl. Ry	55.00	3,496	7,618	⁶ 31,302	13,980
344	Carthage R. R	10.00	3,517	18,575	22,092	11,678
345	Charleston & Wn. Car. Ry	339.98	124,663	489,617	635,717	427,705
346	Charleston, Clendennin & Sutton R. R.	50.80	16,598	35,503	52,314	31,270
347	Ches. & Ohio Ry. ⁷	988.49	1,628,259	6,498,871	8,192,379	5,417,431
	[Line east of Huntington, W. Va.]					
348	Ches. & Wn. R. R	27.00	10,006	8,149	18,621	25,042
349	Dry Fork R. R. ⁸	30.00	6,511	37,163	44,294	40,691
350	E. Shore Term. Co. ⁴	5.02	-----	-----	³ 41,593	10,176
351	Farmv. & Powhatan R. R	93.00	10,232	59,087	69,592	53,988
352	Georget. & Wn. R. R	36.00	14,156	17,958	32,139	21,200
353	Glenn Spgs. R. R	16.00	2,791	1,969	4,760	4,628
354	Lancaster & Chester Ry	28.60	9,478	17,725	27,653	19,586
355	Moore Co. R. R	12.50	111	10,289	10,400	7,194
356	Norf. & Sn. R. R	102.85	85,973	339,897	426,107	283,839
299	Norf. & Wn. Ry. ⁹	1,430.02	1,538,509	8,033,922	9,648,801	6,943,998
	[Line south of Ohio Riv.]					
357	Northamp. & Hertf. R. R	9.00	1,139	13,719	15,858	8,215
358	Ohio Riv. R. R	223.58	395,683	507,955	918,307	593,276
359	Ravenswood, Spencer & Glenv. Ry.	32.50	13,794	29,129	43,626	32,963
360	Ohio Riv. & Charleston Ry	206.61	61,895	127,489	190,572	161,728
361	Pennsb. & Har. Ritchie Co. Ry	9.00	3,648	2,450	6,101	6,633
362	Port Roy. & Aug. Ry. ¹⁰	-----	13,209	48,646	63,654	92,733
363	Pot., Fredsb. & Piedmont R. R ..	38.00	6,589	15,328	21,917	14,956
364	Ral. & Wn. Ry: ¹¹					
365	Egypt Ry	8.00	143	6,291	7,504	3,448
366	Rich., Fredsb. & Pot. R. R	85.04	365,407	315,353	680,760	447,309

¹ Includes \$42,906, unclassified.

² Report of Receivers. See page 66, No. 54, for totals covering entire road.

³ Unclassified.

⁴ Report of Receiver.

⁵ Includes operations of Chester and Lenoir N. G. R. R. for period, July 1, 1896 to January 7, 1897.

⁶ Includes \$20,000 rental for lease of road received previous to March 5, 1897.

⁷ See page 66, No. 347, for totals covering entire road.

⁸ During three washouts the road was closed to traffic for 174 days.

⁹ See page 66, No. 299, for totals covering entire road.

¹⁰ Report of Receiver for period, July 1 to October 3, 1896. Consolidated with Port Royal and Western Carolina Ry. and reorganized as Charleston and Western Carolina Ry.

¹¹ Inserted to show relation of road following.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND Continued.

7	8	9	10	11	12	13	14	No.
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from operations of year. ¹	
1897.	1896.				1897.	1896.		
Dollars. 14, 647, 574	Dollars. 14, 180, 261	Dollars. 950, 235	Dollars. 15, 597, 809	Dollars. 2 13, 823, 447	Dollars. 1, 219, 296	Dollars. 870, 035	Dollars. 555, 066	
12, 425	³ 14, 618	-----	12, 425	60, 075	-----	-----	47, 650	331
5, 914	8, 303	-----	5, 914	320	-----	-----	5, 594	332
144, 074	162, 054	13, 860	157, 934	82, 734	-----	-----	75, 200	333
2, 087, 174	1, 937, 737	109, 505	2, 196, 679	1, 283, 723	579, 051	475, 005	333, 905	334
29, 870	17, 217	-----	29, 870	58, 860	-----	-----	28, 990	335
30, 274	⁴ 91, 917	⁵ 10, 868	⁵ 41, 142	⁵ 90, 126	-----	-----	⁵ 48, 984	54
188, 577	218, 842	48, 951	237, 528	231, 171	-----	-----	6, 357	336
-----	(⁶)	-----	-----	-----	-----	(⁶)	-----	337
3, 984	⁷ 3, 709	-----	3, 984	-----	-----	-----	3, 984	338
2, 914	1, 579	-----	2, 914	-----	-----	-----	2, 914	339
82, 831	⁷ 85, 022	-----	82, 831	208, 645	-----	-----	125, 814	340
7, 308	(⁶)	-----	7, 308	5, 800	-----	(⁶)	1, 508	341
35, 585	⁸ 29, 713	-----	35, 585	7, 127	-----	-----	28, 458	342
17, 322	⁹ 12, 100	-----	17, 322	11, 629	-----	-----	5, 693	343
10, 414	10, 451	-----	10, 414	3, 293	-----	-----	7, 121	344
208, 012	¹⁰ 31, 375	} -----	208, 012	¹² 183, 285	-----	-----	24, 727	345
21, 044	¹¹ 30, 137		21, 044	77, 026	-----	-----	55, 982	346
2, 774, 948	2, 747, 355	107, 126	2, 882, 074	2, 649, 189	-----	-----	232, 885	347
6, 421	(¹³)	-----	6, 421	3, 498	-----	(¹³)	9, 919	348
3, 603	25, 024	-----	3, 603	7, 179	-----	-----	3, 576	349
31, 417	⁷ 28, 401	-----	31, 417	-----	-----	-----	31, 417	350
15, 604	21, 364	2, 278	17, 882	30, 242	-----	-----	12, 360	351
10, 939	12, 720	-----	10, 939	11, 423	-----	-----	484	352
132	714	-----	132	980	-----	-----	848	353
8, 067	(¹⁴)	-----	8, 067	875	4, 000	(¹⁴)	3, 192	354
3, 206	6, 128	-----	3, 206	420	-----	-----	2, 786	355
142, 268	140, 640	¹⁵ 516	141, 752	61, 247	80, 000	80, 000	505	356
2, 704, 803	¹⁶ 2, 443, 381	16, 182	2, 720, 985	2, 449, 229	-----	-----	271, 756	299
7, 643	4, 295	-----	7, 643	134	-----	-----	7, 509	357
325, 031	345, 782	-----	325, 031	314, 548	-----	-----	10, 483	358
10, 663	17, 842	-----	10, 663	25, 410	-----	-----	14, 747	359
28, 844	26, 754	-----	28, 844	14, 112	-----	-----	14, 732	360
532	1, 469	-----	532	1, 101	-----	-----	1, 633	361
29, 079	(¹⁷)	15	29, 064	17	-----	-----	29, 081	362
6, 961	8, 057	-----	6, 961	12, 701	-----	-----	5, 740	363
4, 056	5, 305	-----	4, 056	6, 677	-----	-----	2, 621	364
233, 451	242, 668	7, 829	241, 280	59, 594	181, 317	192, 570	369	365
								366

¹ Items in bold-faced type indicate deficits.

² Includes \$1,383,899, taxes.

³ Figures from report of Aberdeen and West End R. R., reorganized as Aberdeen and Ashboro R. R.

⁴ Figures from report of Receivers.

⁵ Group figures assigned by this office.

⁶ Filed no report.

⁷ Figures from report of Receiver.

⁸ Figures from report of Chester and Lenoir N. G. R. R., January 7, 1897, consolidated with Carolina and Northwestern Ry.

⁹ Figures cover period, July 1, 1895 to January 14, 1896. Leased to and operated by Greenwood, Anderson and Western Ry.

¹⁰ Figures from report of Receiver of Port Royal and Augusta Ry.

¹¹ Figures from report of Receiver of Port Royal and Western Carolina Ry.

¹² Includes \$33,128, "other payments from net income."

¹³ Report not filed.

¹⁴ Report not filed for Cheraw and Chester R. R. Reorganized as Lancaster and Chester Ry.

¹⁵ Debit item.

¹⁶ Figures from report of Norfolk and Western R. R. Reorganized as Norfolk and Western Ry.

¹⁷ Figures shown against Charleston and Western Carolina Ry.

GROUP IV.

INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING
DIVIDENDS—

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earnings from operation.	
			<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
367	Ripley & Mill Ck. Vy. R. R.	13.00	4,511	9,813	14,324	11,030
461	Sav., Fla. & Wn. Ry.: ¹					
368	Charleston & Sav. Ry.	126.75	236,829	308,978	554,060	398,868
369	Green Pond, Walterb. & Branchv. Ry.	12.00	4,702	17,643	23,119	12,184
370	Seaboard & Roanoke R. R.	113.60	102,942	727,064	887,759	576,703
371	Car. Cent. R. R.	273.43	187,868	408,403	607,083	468,171
372	Ral. & Gaston R. R.	107.00	142,637	425,257	594,172	374,148
373	Durham & Nn. Ry.	41.40	11,436	56,356	68,833	50,819
374	Ga., Car. & Nn. Ry.	277.10	263,018	646,078	912,485	806,598
375	Ral. & Aug. Air Line R. R.	136.13	112,275	336,954	452,103	352,746
376	S. Atl. & Ohio R. R. ²	70.09	27,679	65,678	95,864	97,620
377	S. Car. & Ga. R. R.	328.83	316,341	868,188	1,189,319	750,518
378	Southern Ry. ³	2,394.36	3,864,308	5,985,232	9,930,402	6,376,057
	[Line in Virginia and the Carolinas.]					
379	Danv. & Wn. Ry.	83.00	21,608	47,505	70,002	65,652
380	Suffolk & Car. Ry.	39.00	5,874	37,863	48,505	29,886
321	Tol. & Ohio Cent. Ry.: ⁴					
322	Kanawha & Mich. Ry. ⁵	94.82	68,498	185,455	253,953	187,898
	[Line south of Ohio Riv.]					
381	Valley R. R. (of Va.)	62.00	43,832	48,129	91,961	92,077
382	Warrenton R. R.	3.00	1,314	3,026	4,345	2,941
383	Wash., Alex. & Mt. Vern. Ry.	21.02	131,900	.....	133,286	130,286
384	W. Va. Cent. & Pittsb. Ry.	151.64	119,704	633,060	818,522	504,291
385	Wheel. Brg. & Term. Ry. ²	9.65	5,478	75,512	93,124	60,352
386	Wilm., Newbern & Norf. Ry. ² ..	88.50	27,037	37,254	64,291	70,870
387	Wilm. Sea Coast R. R.	11.81	15,544	2,903	18,447	16,455
388	Winifrede R. R.	7.43	913	13,639	15,354	15,067

¹ Inserted to show relation of two roads following.² Report of Receiver.³ See page 66, No. 378, for totals covering entire road.⁴ Inserted to show relation of road following.⁵ See page 66, No. 322, for totals covering entire road.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from operations of year. ¹	No.
1897.	1896.				1897.	1896.		
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
3,294	1,912	-----	3,294	3,501	-----	-----	207	367
155,192	107,196	10,220	165,412	126,498	-----	-----	38,914	461
10,935	9,372	1,647	12,582	1,957	5,614	5,614	5,011	368
311,056	296,931	92,342	403,398	331,105	17,094	17,094	55,199	369
138,912	184,546	400	139,312	116,332	-----	-----	22,980	370
220,024	224,622	29,085	249,109	221,236	-----	-----	27,873	371
18,014	16,072	781	18,795	10,588	-----	7,252	8,207	372
105,887	26,822	240,287	346,174	346,174	-----	-----	-----	373
99,357	106,644	8,917	108,274	72,707	-----	-----	35,567	374
1,756	² 3,359	-----	1,756	125,567	-----	-----	127,323	375
438,801	353,621	4,420	443,221	331,014	-----	-----	112,207	376
3,554,345	3,569,014	157,726	3,712,071	3,400,889	293,220	-----	17,962	377
4,350	5,248	-----	4,350	56,670	-----	-----	52,320	378
18,619	14,920	696	19,315	9,451	4,000	4,000	5,864	379
66,055	61,401	1,502	67,557	70,480	-----	-----	2,923	380
116	17,140	1,087	971	47,648	-----	-----	46,677	321
1,404	1,761	-----	1,404	745	-----	-----	659	322
3,000	³ 355	9	3,009	26,826	-----	-----	23,817	381
314,231	350,539	85,018	399,249	305,221	55,000	82,500	39,028	382
32,772	² 54,221	-----	32,772	218,805	-----	-----	186,033	383
6,579	4,098	-----	6,579	44,229	-----	-----	50,808	384
1,992	2,539	-----	1,992	1,715	-----	-----	277	385
287	4,708	-----	287	1,699	-----	6,000	1,412	386

¹ Items in bold-faced type indicate deficits.

² Figures from report of Receiver.

³ Figures cover period, May 24 to June 30, 1896.

40 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP V. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING DIVIDENDS—

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earnings from operation.	
			Dollars.	Dollars.	Dollars.	Dollars.
	Total—Group V.....	20, 015. 11	22, 551, 521	60, 167, 409	¹ 84, 933, 863	58, 458, 026
389	Ala. & Vicksb. Ry.....	143. 39	199, 572	422, 140	636, 682	428, 288
390	Alb. & Nn. Ry.....	35. 00	9, 709	25, 718	35, 427	33, 030
391	Atlanta & W. Pt. R. R.....	86. 20	255, 623	296, 334	554, 447	334, 617
392	Atlanta, Knoxv. & Nn. Ry. ² ...	230. 12	56, 150	112, 205	171, 124	135, 089
393	Aug. & Summerv. R. R.....	2. 00	.....	11, 486	11, 553	23, 432
394	Birm. & Atl. R. R.....	31. 28	4, 682	18, 601	23, 775	18, 335
395	Birm., Selma & N. O. Ry.....	20. 00	5, 811	17, 295	23, 381	24, 043
396	Blue Ridge & Atl. R. R. ³	20. 90	5, 078	4, 956	10, 625	10, 820
397	Bristol, Elizabethton & N. Car. Ry.	22. 00	1, 882	11, 385	13, 267	13, 409
398	Burnside & Cumb. Riv. Ry.....	1. 50	.....	6, 373	6, 373	5, 353
399	Carrab., Tallah. & Ga. R. R.....	50. 00	15, 661	19, 190	37, 349	48, 244
400	Cent. of Ga. Ry.....	1, 531. 25	1, 397, 090	3, 521, 867	5, 274, 625	3, 265, 523
401	Chatt., Rome & Cols. R. R. ³	138. 00	55, 651	161, 203	220, 991	190, 098
402	Chatt. Sn. R. R.....	96. 81	10, 583	57, 237	67, 820	62, 285
403	Ches. & Nashv. Ry.....	35. 87	6, 982	31, 443	38, 530	32, 087
347	Ches. & Ohio Ry. ⁴ [Line west of Hunting- ton, W. Va.]	464. 81	609, 598	1, 890, 503	2, 519, 804	1, 815, 040
404	Chickamauga & Durham R. R. ⁵	17. 34	91	19, 652	19, 798	15, 986
405	Cin., N. O. & Tex. Pac. Ry. ³ ...	338. 26	864, 071	2, 553, 154	3, 434, 791	2, 220, 563
406	Collins & Reidsv. R. R.....	6. 86	1, 627	2, 929	4, 556	4, 508
407	Cumb. Riv. & Tenn. R. R.....	12. 90	1, 117	9, 501	10, 618	6, 173
408	Dover & Statesboro R. R.....	10. 00	5, 893	14, 907	20, 800	9, 615
409	E. & W. R. R.....	116. 70	27, 075	73, 191	104, 637	95, 791
410	E. Tenn. & Wn. N. Car. R. R....	31. 00	9, 710	30, 547	40, 257	35, 407
411	En. Ky. Ry.....	36. 00	7, 012	25, 425	33, 441	27, 560
412	Fla. Cent. & Penin. R. R.....	940. 75	770, 934	1, 417, 345	2, 215, 915	1, 586, 742
413	Fla. E. Coast Ry.....	412. 17	423, 836	366, 596	803, 942	587, 923
414	Ft. White & Sn. Ry.....	5. 00	.....	2, 118	2, 118	1, 700
415	Gainesv. & Gulf Ry.....	26. 00	15, 401	30, 526	45, 999	22, 575
416	Georgia R. R.....	307. 00	447, 208	1, 123, 071	1, 607, 300	1, 132, 524
417	Gainesv., Jeff. & Sn. R. R. ³ ...	65. 00	15, 240	40, 472	55, 750	39, 416
418	Un. Pt. & White Plains R. R..	13. 50	1, 675	5, 371	7, 046	7, 425
419	Wn. Ry. of Ala.....	132. 01	272, 769	356, 362	636, 534	378, 474
420	Ga. & Ala. Ry.....	457. 42	252, 129	761, 434	1, 016, 885	710, 331
421	Abbeville & Waycross R. R. ⁶	.....	1, 632	1, 183	2, 815	2, 391
422	Ga. Sn. & Fla. Ry.....	285. 00	296, 720	531, 063	862, 117	559, 795
423	Gulf & Chic. R. R.....	62. 50	12, 836	37, 185	50, 021	35, 642
424	Gulf & Ship I. R. R. ⁷	74. 75	14, 689	48, 520	63, 209	41, 011
425	Harriman & N. En. R. R. ³	2. 000	2, 782	42, 072	46, 888	39, 371

¹ Includes \$2,015 unclassified.

² Report for eight months ending June 30, 1897.

³ Report of Receiver.

⁴ See page 66, No. 347, for totals covering entire road.

⁵ Report of Receiver for nine months ending March 31, 1897. Reorganized as Chattanooga and Durham R. R.

⁶ Report for period, July 1 to August 15, 1896. Purchased by and merged in Georgia and Alabama Ry.

⁷ Report for six months ending June 30, 1897.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND
Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from opera- tions of year. ¹	No.
1897.	1896.				1897.	1896.		
<i>Dollars.</i> 26, 475, 837	<i>Dollars.</i> 25, 582, 367	<i>Dollars.</i> 2, 851, 099	<i>Dollars.</i> 29, 326, 936	<i>Dollars.</i> ² 28, 087, 903	<i>Dollars.</i> 1, 261, 363	<i>Dollars.</i> 1, 119, 261	<i>Dollars.</i> 22, 330	
208, 394	181, 358	1, 067	209, 461	148, 480	21, 000	-----	39, 981	389
2, 397	³ 187	-----	2, 397	14, 268	-----	-----	11, 871	390
219, 830	213, 456	13, 019	232, 849	157, 350	73, 932	73, 932	1, 567	391
36, 035	⁴ 62, 542	-----	36, 035	96, 506	-----	-----	60, 471	392
11, 879	41, 225	-----	11, 879	269	6, 000	20, 000	18, 148	393
5, 440	817	-----	5, 440	25, 573	-----	-----	20, 133	394
662	3, 804	-----	662	993	-----	-----	1, 655	395
195	⁵ 182	-----	195	602	-----	-----	797	396
142	1, 087	-----	142	804	-----	-----	946	397
1, 020	(⁶)	-----	1, 020	1, 020	-----	-----	-----	398
10, 895	20, 949	-----	10, 895	33, 869	-----	-----	44, 764	399
2, 009, 102	{ ⁷ 547, 839 ⁸ 1, 099, 164 }	329, 807	2, 338, 909	2, 300, 388	-----	-----	38, 521	400
30, 893	⁵ 23, 653	-----	30, 893	954	-----	-----	29, 939	401
5, 535	{ ⁹ 2, 144 ¹⁰ 434 }	-----	5, 535	-----	-----	-----	5, 535	402
6, 443	6, 631	-----	6, 443	3, 043	-----	-----	3, 400	403
704, 764	636, 647	109, 863	814, 627	908, 269	-----	-----	93, 642	347
3, 812	⁵ 8, 498	-----	3, 812	18, 956	-----	-----	15, 144	404
1, 214, 228	⁶ 1, 165, 041	-----	1, 214, 228	1, 208, 545	-----	-----	5, 683	405
48	(¹¹)	5	53	2, 737	-----	(¹¹)	2, 684	406
4, 445	(¹¹)	-----	4, 445	-----	-----	(¹¹)	4, 445	407
11, 185	11, 407	-----	11, 185	242	5, 483	-----	5, 460	408
8, 846	4, 244	-----	8, 846	61, 698	-----	-----	52, 852	409
4, 850	14, 139	17	4, 867	12, 952	-----	-----	8, 085	410
5, 881	4, 678	248	6, 129	6, 055	-----	-----	74	411
629, 173	459, 395	18, 019	647, 192	595, 752	-----	-----	51, 440	412
216, 019	178, 725	-----	216, 019	376, 719	-----	-----	160, 700	413
418	(¹²)	-----	418	200	-----	-----	218	414
23, 424	17, 327	72	23, 496	8, 582	7, 000	3, 500	7, 914	415
474, 776	452, 671	107, 800	582, 576	623, 413	-----	-----	40, 837	416
16, 334	4, 274	-----	16, 334	26, 173	-----	-----	9, 839	417
379	2, 587	-----	379	4, 355	-----	-----	4, 734	418
258, 060	211, 965	3, 206	261, 266	134, 520	90, 000	60, 000	36, 746	419
306, 554	¹³ 182, 843	16, 362	322, 916	310, 961	-----	-----	11, 955	420
424	¹⁴ 7, 612	-----	424	-----	-----	-----	424	421
302, 322	288, 727	1, 425	303, 747	210, 788	27, 360	-----	65, 599	422
14, 379	11, 504	-----	14, 379	1, 651	12, 000	10, 000	728	423
22, 198	(¹¹)	-----	22, 198	-----	-----	-----	22, 198	424
7, 517	¹⁵ 977	-----	7, 517	-----	-----	-----	7, 517	425

¹ Items in bold-faced type indicate deficits.

² Includes \$2,639,535, taxes.

³ Figures cover ten months ending June 30, 1896.

⁴ Figures from report of Receiver of Marietta and North Georgia Ry., reorganized as Atlanta, Knoxville and Northern Ry., November 1, 1896.

⁵ Figures from report of Receiver.

⁶ Road reports like amounts for "gross earnings" and "operating expenses."

⁷ Figures from report of Receivers of Central R. R. and Banking Co. of Georgia for four months ending October 31, 1895. Reorganized as Central of Georgia Ry.

⁸ Figures cover eight months ending June 30, 1896.

⁹ Figures from report of Receiver; cover period, July 1, 1895 to May 10, 1896. Reorganized as Chattanooga Southern R. R.

¹⁰ Figures cover period, May 11 to June 30, 1896.

¹¹ Report not filed.

¹² Not reported.

¹³ Figures cover period, August 15, 1895 to June 30, 1896.

¹⁴ Figures cover period, January 27 to June 30, 1896.

¹⁵ Figures cover two months ending June 30, 1896.

42 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP V.

INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING
DIVIDENDS —

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earn- ings from operation.	
			<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
426	Ill. Cent. R. R. ¹ [Line south of Cairo, Ill.]	894.41	1,290,490	5,273,087	6,849,494	4,786,706
427	Ches., Ohio & S. Wn. R. R. ² ..	398.48	671,256	1,698,748	2,433,316	2,128,739
428	Hodgenv. & Elizabethht. Ry.	11.10	4,310	8,277	12,717	11,373
429	Owensboro, Falls of Rough & Green Riv. R. R. ³	42.16	14,937	34,333	49,876	52,056
430	Padu. Un. Depot Co.	.70	2,618	46,412	49,406	31,662
431	S. Route Ry. Tr. Co. ²	1.52	-----	26,137	46,830	20,234
432	Troy & Tiptonv. R. R.	4.60	47	2,959	3,006	5,340
433	Yazoo & Miss. Vy. R. R.	807.27	904,805	2,705,773	3,936,513	2,550,634
434	Jacksonv., Tampa & Key W. Ry. ²	200.99	148,599	135,824	292,722	285,981
435	Jacksonv. Term. Co.	16.13	-----	-----	67,031	59,228
629	Kans. Cy., Ft. Scott & Memph. R. R. : ⁴					
436	Kans. Cy. Memph. & Birm. R. R.	276.57	312,632	918,485	1,241,393	877,673
437	Ky. & Ind. Brg. Co. ⁵	9.45	-----	220,635	220,635	155,740
438	Ky. Nn. Ry.	9.00	-----	1,400	1,400	1,133
439	Lafayette Ry.	22.00	6,321	18,362	25,952	14,989
440	Lexington & En. Ry.	93.54	52,623	133,943	193,001	133,970
441	Licking Vy. Ry.	12.00	-----	-----	⁶ 2,015	6,278
442	Louisv. & Nashv. R. R. ⁷ [Line south of Ohio Riv.]	2,938.51	5,116,097	14,129,636	19,549,418	13,187,669
443	Hend. Brg. Co.	10.06	49,467	221,114	270,581	23,995
444	Nashv., Chatt. & St. L. Ry.	1,157.84	1,470,315	4,017,256	5,623,457	3,583,535
445	Nn. Div. Cumb. & Ohio R. R. ²	26.72	12,485	12,650	25,149	38,047
446	Louisv. Brg. Co.	2.80	31,926	173,947	240,605	106,949
447	Louisv., Henderson & St. L. Ry.	186.00	165,910	278,242	445,830	339,840
448	Macon & Birm. Ry.	96.87	18,309	41,640	61,970	83,057
449	Macon, Dublin & Sav. R. R.	54.00	21,561	42,352	64,278	53,609
450	Memph. & Charleston R. R. ⁵ ...	330.00	410,781	903,679	1,345,482	955,132
451	Mobile & Birm. R. R.	163.00	86,996	271,384	358,380	273,657
452	Mobile & Ohio R. R. ⁸ [Line south of Cairo, Ill.]	527.00	514,753	2,097,437	2,638,140	1,751,865
453	Moss Pt. & Pascagoula R. R.	6.00	4,597	3,008	7,605	5,746
454	Nashv. & Knoxv. R. R.	86.80	27,792	58,157	85,949	50,979
455	N. O. & N. En. R. R.	195.90	263,796	1,014,874	1,309,372	976,912
456	Nn. Ala. Ry.	119.01	22,274	149,357	171,631	123,262
457	Ohio Vy. Ry. ²	138.89	109,240	209,558	319,443	260,209
458	Pensacola Term. Co. ⁹		-----	-----	-----	-----
459	Ports. & Tygart Vy. R. R.	6.25	-----	5,644	5,644	5,504
460	Rich., Nicholasv., Irvine & Beattyv. R. R. ²	60.76	23,908	48,076	71,984	55,658
461	Sav., Fla. & Wn. Ry.	874.80	1,006,579	2,162,353	3,263,348	2,425,729
462	Abbeville Sn. Ry.	26.07	6,028	14,276	21,242	13,757
463	Ala. Midl. Ry.	207.72	180,435	465,236	654,306	547,864
464	Bruns. & Wn. R.	170.40	120,289	442,141	565,176	376,465
465	Fla. Sn. R. R.	248.58	154,117	153,030	309,670	353,778
466	St. Johns & L. Eustis Ry.	48.61	7,341	8,062	15,454	37,360
467	Sanford & St. Petersb. R. R.	153.04	42,319	38,970	82,308	111,537
468	Silver Spgs., Ocala & Gulf R. R.	75.08	31,372	143,933	176,793	87,165
469	Tampa & Thonotosassa R. R.	13.23	954	5,680	6,634	7,798
470	Winston & Bone Vy. R. R.	29.63	-----	39,623	39,635	19,962

¹ See page 66, No. 426, for totals covering entire road.² Report of Receiver.³ Includes operation of Receiver for period, July 1, 1896 to April 9, 1897.⁴ Inserted to show relation of road following.⁵ Report of Receivers.⁶ Unclassified.⁷ See page 66, No. 442, for totals covering entire road.⁸ See page 66, No. 452, for totals covering entire road.⁹ No income reported. Report of Receiver.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND
Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from opera- tions of year. ¹	No.
1897.	1896.				1897.	1896.		
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
2,062,788	1,940,774	.....	2,062,788	1,822,285	.....	.....	240,503	426
304,577	² 815,646	12,368	316,945	579,481	.....	.....	262,536	427
1,344	3,130	.....	1,344	8,859	.....	.....	7,515	428
2,180	² 8,241	.....	2,180	35,834	.....	.....	38,014	429
17,744	2,150	.....	17,744	6,882	.....	.....	10,862	430
26,596	² 26,732	.....	26,596	32,503	.....	.....	5,907	431
2,334	604	.....	2,334	3,026	.....	.....	5,360	432
1,385,879	1,295,000	100,114	1,485,993	1,456,342	.....	.....	29,651	433
6,741	² 6,969	678	7,419	35,540	.....	.....	28,121	434
7,803	4,362	35,735	43,538	39,425	.....	.....	4,113	435
363,720	265,607	25,791	389,511	246,622	.....	.....	142,889	629 436
64,895	³ 68,857	.....	64,895	142,537	.....	.....	77,642	437
267	⁴ 229	.....	267	.....	.....	.....	267	438
10,963	(⁵)	.....	10,963	4,800	4,800	(⁵)	1,363	439
59,031	61,592	.....	59,031	59,031	.....	.....	.....	440
4,263	(⁵)	.....	4,263	.....	.....	(⁵)	4,263	441
6,361,749	6,659,441	1,449,594	7,811,343	6,849,235	.....	.....	962,108	442
246,586	231,092	112	246,698	183,660	50,000	50,000	13,038	443
2,039,922	1,993,010	33,480	2,073,402	1,727,183	400,000	400,000	53,781	444
12,898	⁶ 2,399	.....	12,898	22,300	.....	.....	35,198	445
133,656	170,405	2,700	136,356	63,208	120,000	120,000	46,852	446
105,990	⁷ 119,572	.....	105,990	118,000	.....	.....	12,010	447
21,087	⁸ 4,734	.....	21,087	30,072	.....	.....	51,159	448
10,669	⁹ 4,212	.....	.....	.....	.....	.....	.....	.....
390,350	11,099	86	10,755	3,271	.....	.....	7,484	449
84,723	³ 341,510	7,160	397,510	593,320	.....	.....	195,810	450
886,275	50,374	252	84,975	69,625	.....	.....	15,350	451
1,859	903,995	290,600	1,176,875	1,133,904	.....	.....	42,971	452
34,970	972	.....	1,859	.....	.....	.....	1,859	453
332,460	21,079	.....	34,970	67,748	.....	.....	32,778	454
48,369	401,781	1,236	333,696	413,232	.....	.....	79,536	455
59,234	¹⁰ 21,638	.....	48,369	20,817	.....	.....	27,552	456
140	¹¹ 25,940	.....	59,234	22,239	.....	.....	36,995	457
16,326	² 110,989	.....	.....	.....	.....	.....	.....	458
837,619	2,697	.....	140	.....	.....	.....	140	459
7,485	² 17,582	.....	16,326	.....	.....	.....	16,326	460
106,442	740,199	123,373	960,992	897,567	.....	188,258	63,425	461
188,711	3,635	43	7,528	10,878	.....	.....	3,350	462
44,108	87,158	5,208	111,650	275,764	.....	.....	164,114	463
21,906	154,281	9,553	198,264	161,529	.....	.....	36,735	464
29,229	77,868	10,951	33,157	192,129	.....	.....	225,286	465
89,628	(⁵)	261	21,645	2,195	.....	(⁵)	23,840	466
1,164	50,712	2,110	27,119	15,359	.....	.....	42,478	467
19,673	90,500	1,810	91,438	51,302	.....	.....	40,136	468
.....	213	.....	1,164	1,154	.....	.....	2,318	469
.....	17,582	1,663	21,336	1,111	.....	.....	20,225	470

¹ Items in bold-faced type indicate deficits.² Figures from report of Receiver.³ Figures from report of Receivers.⁴ Figures cover five months ending June 30, 1896.⁵ Report not filed.⁶ Report of Receiver. Figures cover period, January 26 to June 30, 1896.⁷ Combined report of Louisville, Henderson and St. Louis Ry. and Receiver of Louisville, St. Louis and Texas Ry.⁸ Figures from report of Receiver cover nine months ending March 31, 1896. Reorganized as Macon and Birmingham Ry.⁹ Figures cover three months ending June 30, 1896.¹⁰ Figures from report of Receiver of Birmingham, Sheffield and Tennessee River R. R. for five months ending November 30, 1895. Reorganized as Northern Alabama Ry.¹¹ Figures cover seven months ending June 30, 1896.

44 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP V.

INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING
DIVIDENDS—

	1	2	3	4	5	6
No.	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earn- ings from operation.	
			<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
377	S. Car. & Ga. R. R.: ¹					
471	{ Aug. Sn. R. R. ²	84.00	8,985	13,699	22,745	26,971
	{ Aug. Sn. R. R. ³		21,033	39,901	61,835	37,094
378	Southern Ry. ⁴	2,432.86	2,623,481	6,401,669	9,119,695	6,192,104
	[Line west of Virginia and the Carolinas.]					
472	Ala. Gt. Sn. R. R.	309.86	455,383	1,046,753	1,587,687	1,009,175
473	Knoxv., Cumb. Gap & Louisv. Ry.	75.11	28,319	125,980	162,007	151,824
474	Stillmore Air Line Ry.	33.00	11,139	25,360	36,713	19,244
475	Talbotton R. R.	7.00	2,459	6,696	9,155	6,282
476	Tifton & N. En. R. R.	25.00	8,905	14,427	26,332	19,397
477	Tuskegee R. R.	5.50	5,019	9,075	14,094	13,756
478	Valdosta Sn. Ry.	10.00	.....	7,599	7,599	2,787

¹ Inserted to show relation of road following.

² Report for four months ending June 30, 1897.

³ Report for eight months ending February 28, 1897.

⁴ See page 66, No. 378, for totals covering entire road.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND
Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS. ¹					DIVIDENDS.			
1897.	1896.	Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	1897.	1896.	Surplus from opera- tions of year. ¹	No.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
4,226	23,183	-----	4,226	6,667	-----	-----	10,893	377
24,741	2,645,847	-----	24,741	24,741	-----	-----	-----	741
2,927,591		129,106	3,056,697	2,921,959	249,780	-----	115,042	378
578,512	573,021	5,511	584,023	374,101	190,571	190,571	19,351	472
10,183	² 8,928	-----	10,183	52,154	-----	-----	41,971	473
	³ 1,625	-----			-----	-----		
17,469	(⁴)	-----	17,469	-----	-----	(⁴)	17,469	474
2,873	2,042	-----	2,873	1,810	-----	-----	1,063	475
6,935	⁵ 2,959	-----	6,935	6,720	-----	-----	215	476
338	4,666	694	1,032	467	1,437	3,000	872	477
4,812	5,329	-----	4,812	2,628	2,000	-----	184	478

¹ Items in bold-faced type indicate deficits.

² Figures from report of Receiver of Knoxville, Cumberland Gap and Louisville R. R. cover period, July 1 to December 17, 1895. Reorganized as Knoxville, Cumberland Gap and Louisville Ry.

³ Figures cover period, December 18, 1895 to June 30, 1896.

⁴ No report filed.

⁵ Figures cover six months ending June 30, 1896.

46 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VI.

INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING DIVIDENDS—

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earn- ings from operation.	
			<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	Total—Group VI.....	¹ 41, 802. 33	56, 498, 096	155, 611, 964	² 220, 412, 374	136, 595, 373
479	Abbotsf. & N. En. R. R.....	15. 16	1, 212	14, 148	15, 360	8, 107
480	Ahnapee & Wn. Ry.....	34. 00	16, 703	6, 899	23, 602	14, 613
481	Ames & College Ry.....	1. 98	3, 224	1, 990	5, 214	3, 224
482	Atch., Top. & S. Fe Ry. ³ [Line east of Kansas City, Mo.]	614. 11	992, 235	2, 688, 888	3, 726, 516	2, 386, 242
54	Balt. & Ohio R. R.: ⁴					
228	Balt. & Ohio S. Wn. Ry. ⁵ [Line west of Vincennes, Ind.]	375. 52	838, 755	1, 536, 878	2, 456, 000	1, 702, 922
483	Belt Ry. of Chic.....	21. 31	-----	653, 072	653, 072	381, 610
484	Big Falls Ry.....	15. 00	-----	-----	⁶ 5, 884	4, 037
485	Brainerd & Nn. Minn. Ry.....	104. 83	13, 745	155, 997	170, 384	83, 791
486	Burl., Cedar Rap. & Nn. Ry.....	1, 136. 47	1, 054, 386	3, 123, 797	4, 184, 183	3, 036, 999
13	Canadian Pac. Ry.: ⁷					
487	Duluth, S. Shore & Atl. Ry...	588. 33	516, 179	1, 029, 017	1, 580, 236	1, 119, 160
488	Minl. Range R. R.....	17. 40	35, 830	78, 465	115, 040	57, 342
489	Hancock & Calumet R. R.	31. 42	12, 643	142, 436	155, 464	110, 933
490	Minneap., St. P. & S. S. Marie Ry.	1, 184. 86	699, 922	2, 874, 247	3, 611, 469	2, 277, 422
491	Centralia & Chester R. R.....	81. 40	18, 988	35, 948	55, 395	63, 426
492	Chic. & Alt. R. R.....	843. 35	2, 505, 746	4, 745, 683	7, 259, 624	4, 314, 282
493	Chic. & Calumet Term. Ry.....	57. 13	-----	-----	247, 662	176, 418
494	Chic. & En. Ill. R. R.....	648. 27	794, 473	3, 132, 129	3, 984, 964	2, 235, 032
495	Chic. & Ill. Sn. Ry. ⁸					
496	Chic. & Nn. Pac. R. R. ⁹	38. 37	69, 362	-----	768, 320	206, 391
497	Chic. & N. Wn. Ry.....	5, 030. 78	8, 549, 820	22, 332, 988	31, 029, 586	18, 759, 073
498	Sioux Cy. & Pac. R. R.....	107. 42	216, 376	180, 558	414, 614	303, 151
499	Chic. & Tex. R. R.....	75. 00	19, 489	131, 436	179, 105	145, 200
500	Chic., Burl. & Quin. R. R. ¹⁰ [Line east of Missouri Riv.]	2, 346. 17	4, 876, 790	11, 141, 082	16, 754, 500	9, 686, 701
501	Burl. & N. Wn. Ry.....	52. 50	18, 594	53, 530	72, 124	42, 238
502	Burl. & Wn. Ry.....	104. 20	22, 185	77, 564	99, 749	86, 885
503	Chic., Burl. & Kans. Cy. Ry...	220. 95	109, 501	249, 600	364, 431	267, 722
504	Chic., Burl. & Nn. R. R. of Wis. and Minn.	372. 25	416, 422	1, 396, 359	1, 833, 431	1, 440, 606
505	Hann. & St. Jos. R. R.....	297. 32	747, 275	1, 456, 055	2, 487, 049	1, 556, 406
506	Kans. Cy., St. Jos. & Coun. Bluffs R. R.	309. 50	597, 230	1, 250, 068	2, 004, 947	1, 160, 882
507	St. L., Keokuk & N. Wn. R. R.	237. 57	532, 215	1, 277, 497	1, 994, 075	1, 151, 419
508	Chic., Ft. Mad. & Des M. Ry...	71. 00	24, 916	48, 897	73, 813	65, 272
509	Chic. Gt. Wn. Ry.....	932. 01	1, 117, 580	3, 549, 010	4, 675, 395	3, 769, 571
510	Chic., Hammond & Wn. R. R....	48. 95	-----	173, 449	206, 644	133, 506
511	Chic., Io. & Dak. Ry.....	26. 40	8, 440	23, 625	32, 065	21, 945
512	Chic., L. Shore & En. Ry.....	349. 11	-----	891, 579	1, 515, 623	702, 592
513	Chic., Milw. & St. P. Ry.....	6, 191. 00	8, 169, 936	22, 196, 934	30, 687, 245	17, 593, 785
514	Chic., Peoria & St. L. R. R. of Ill	231. 66	182, 442	639, 163	846, 758	657, 216

¹ Includes 265.97 miles outside the United States.

² Includes \$8.938, unclassified.

³ Group figures assigned by this office. See page 66, No. 482, for totals covering entire road.

⁴ Inserted to show relation of road following.

⁵ See page 66, No. 228, for totals covering entire road.

⁶ Unclassified.

⁷ Inserted to show relation of four roads following.

⁸ Switching road. No income reported.

⁹ Report of Receiver.

¹⁰ See page 66, No. 500, for totals covering entire road.

INCOME ACCOUNT OF RAILWAYS.

47

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from operations of year. ¹	No.
1897.	1896.				1897.	1896.		
Dollars. 83,817,001	Dollars. 91,387,079	Dollars. 8,156,058	Dollars. 91,973,059	Dollars. 263,987,111	Dollars. 18,788,742	Dollars. 17,423,060	Dollars. 9,197,206	
7,253	5,942	-----	7,253	6,796	-----	-----	457	479
8,989	9,273	-----	8,989	20,606	-----	-----	11,617	480
1,990	1,008	-----	1,990	72	1,200	1,600	718	481
1,340,274	³ 1,263,925	271,223	1,611,497	689,074	-----	-----	922,423	482
753,078	868,028	1,100	754,178	861,917	-----	-----	107,739	54 228
271,462	283,885	-----	271,462	201,603	72,000	54,000	2,141	483
1,847	119	-----	1,847	486	-----	-----	1,361	484
86,593	66,298	-----	86,593	27,943	-----	-----	58,650	485
1,147,184	1,750,239	7,728	1,154,912	989,288	220,000	192,500	54,376	486 13
461,076	727,503	33,324	494,400	902,562	-----	-----	408,162	487
57,698	53,529	12,659	70,357	27,943	27,538	41,307	14,876	488
44,531	96,002	132	44,663	20,650	17,500	17,500	6,513	489
1,334,047	1,403,401	933	1,334,980	1,338,279	-----	-----	3,299	490
8,031	50,303	-----	8,031	-----	-----	-----	8,031	491
2,945,342	3,171,038	235,807	3,181,149	1,381,931	1,722,872	1,778,448	76,346	492
71,244	140,397	326	71,570	316,681	-----	-----	245,111	493
1,749,932	1,841,240	104,062	1,853,994	1,436,297	289,842	289,842	127,855	494
561,929	⁴ 497,292	40,223	602,152	232,923	-----	-----	369,229	495
12,270,513	13,065,417	964,309	13,234,822	8,349,902	3,518,650	3,517,058	1,366,270	496
111,463	124,414	4,790	116,253	212,541	11,830	11,830	108,118	497
33,905	50,302	-----	33,905	74,206	-----	-----	40,301	498
7,067,799	6,919,173	⁵ 1,673,325	⁵ 8,741,124	⁵ 3,734,596	⁵ 1,282,524	⁵ 1,282,522	⁵ 3,724,004	499 500
29,886	15,632	-----	29,886	24,770	-----	-----	5,116	501
12,864	2,275	-----	12,864	44,892	-----	-----	32,028	502
96,709	122,649	-----	96,709	69,668	-----	-----	27,041	503
392,825	446,540	9,367	402,192	800,937	-----	-----	398,745	504
930,643	870,833	7,159	937,802	530,408	484,932	507,108	77,538	505
844,065	697,568	6,487	850,552	490,156	381,507	257,370	21,111	506
842,656	911,345	30,688	873,344	775,829	194,888	70,769	97,373	507
8,541	35,506	-----	8,541	69,173	-----	-----	60,632	508
905,824	1,051,288	5,464	911,288	455,975	482,952	470,490	27,639	509
73,138	(⁶)	6,829	79,967	33,876	-----	(⁶)	46,091	510
10,120	13,112	-----	10,120	11,393	-----	-----	1,273	511
813,031	1,277,336	-----	813,031	666,780	-----	-----	146,251	512
13,093,460	14,087,105	162,823	13,256,283	8,672,978	3,737,454	3,227,131	845,851	513
189,542	{ ⁶ 122,087 ⁷ 85,579 }	15,033	204,575	185,103	-----	-----	19,472	514

¹ Items in bold-faced type indicate deficits.² Includes \$8,681,905, taxes.³ Includes operations of Atchison, Topeka and Santa Fe R. R., under receivership for six months ending December 31, 1895. Group figures assigned by this office.⁴ Figures from report of Receiver.⁵ Group figures assigned by this office.⁶ Filed no report.⁷ Figures from report of Receiver of Chicago, Peoria and St. Louis Ry. cover seven months ending January 31, 1896. Reorganized as Chicago, Peoria and St. Louis R. R. of Illinois.⁸ Figures cover five months ending June 30, 1896.

48 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VI. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING
DIVIDENDS—

	1	2	3	4	5	6
No.	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earn- ings from operation.	
			<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
515	Chic., Rock I. & Pac. Ry. ¹	1,591.66	3,324,339	7,660,743	11,276,584	6,948,013
	[Line east of Missouri Riv.]					
516	Chic., St. P., Minneap. & Om. Ry. ²	1,217.66	1,805,170	5,500,575	7,325,008	4,341,141
	[Line east of Missouri Riv.]					
517	Chippewa Riv. & Menomonie Ry.	32.50	1	2,842	2,843	5,686
252	Clev., Cin., Chic. & St. L. Ry. ³ ..	481.79	1,199,800	2,163,602	3,437,995	2,485,200
	[Line west of Terre Haute, Ind.]					
518	Kank. & Seneca Ry.	42.08	13,227	65,717	80,600	60,930
255	Peoria & En. Ry. ⁴	131.86	200,698	412,328	613,784	461,958
	[Line west of Danville, Ill.]					
519	Crooked Ck. R. R. & Coal Co.	22.41	1,428	8,624	10,158	13,731
520	Des M. Nn. & Wn. R. R.	148.76	114,992	303,540	420,136	329,279
521	Des M. Un. Ry.	3.70	.....	.....	131,442	102,179
522	Drummond & S. Wn. Ry.	18.47	.....	13,423	13,423	8,912
523	Duluth & Iron Range R. R.	175.00	85,212	1,874,545	1,968,854	886,284
524	Duluth, Missabe & Nn. Ry.	140.57	37,034	1,544,560	1,586,246	575,841
525	Duluth, Miss. Riv. & Nn. R. R. ..	36.50	5,510	122,402	128,150	85,474
526	Duluth, Red Wing & Sn. R. R. ..	28.00	19,579	46,229	65,808	44,792
527	Duluth, Sup. & Wn. Ry.	123.55	42,940	202,926	247,694	186,063
528	E. St. L. Con. Ry.	1.21	.....	.....	196,402	147,019
529	Elgin, Joliet & En. Ry.	209.27	19,932	1,118,246	1,184,646	730,329
530	Fulton Co. N. G. Ry.	61.00	20,296	22,287	42,583	41,585
531	Gt. Nn. Ry. ⁵	2,398.32	2,014,513	9,353,254	11,597,298	5,215,760
	[Line east of Minot, N. Dak.]					
532	Duluth, Watert. & Pac. Ry. ...	69.84	4,734	34,509	39,364	40,734
533	En. Ry. of Minn.	185.00	154,151	1,688,642	1,855,445	902,276
534	Duluth Term. Ry.	1.78	.....	.....	31,138	17,638
535	Willmar & Sioux Falls Ry. ...	205.25	104,939	511,113	616,899	267,575
536	Green Bay & Wn. R. R.	225.00	104,883	311,689	419,759	341,814
537	Iola & Nn. R. R.	4.70	1,150	3,131	4,282	4,421
538	Hazelhurst & S. En. Ry.	17.00	528	17,337	17,865	11,775
426	Ill. Cent. R. R. ⁶	2,235.80	4,224,640	9,911,761	15,282,068	9,917,863
	[Line north of Cairo, Ill.]					
273	Ind., Dec. & Wn. Ry. ⁷	75.76	81,142	146,705	227,847	150,342
	[Line in Illinois.]					
274	Ind., Ill. & Io. R. R. ⁸	107.77	26,233	325,807	355,027	251,378
	[Line in Illinois.]					
539	Io. Cent. Ry.	508.98	376,105	1,186,593	1,564,222	1,122,678
540	Albia & Centerv. Ry.	24.44	8,910	37,028	46,023	33,688
541	Io. Nn. Ry.	6.93	1,757	13,355	15,112	11,854
542	Kans. Cy. & Nn. Con. R. R. ⁹	20.20	4,178	4,298	8,499	9,246
543	Keokuk & Ham. Brg. Co.	2.00	4,782	21,491	41,880	13,967
544	Keokuk & Wn. R. R.	147.97	111,978	230,021	371,992	265,675
545	Des M. & Kans. Cy. Ry.	112.00	66,636	63,512	133,022	108,267

¹ See page 66, No. 515, for totals covering entire road.² See page 66, No. 516, for totals covering entire road.³ See page 66, No. 252, for totals covering entire road.⁴ See page 66, No. 255, for totals covering entire road.⁵ Group figures assigned by this office. See page 66, No. 531, for totals covering entire road.⁶ See page 66, No. 426, for totals covering entire road.⁷ See page 66, No. 273, for totals covering entire road.⁸ See page 66, No. 274, for totals covering entire road.⁹ Report for period, January 10 to June 30, 1897.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND Continued.

7	8	9	10	11	12	13	14	No.
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from operations of year. ¹	
1897.	1896.				1897.	1896.		
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
4,328,571	² 4,251,534	286,156	4,614,727	² 2,258,575	² 378,939	² 378,939	² 1,977,213	515
2,983,867	2,749,777	² 92,043	² 3,075,910	² 1,454,470	² 937,017	² 637,000	² 684,423	516
2,843	826	1,345	1,498	163	-----	-----	1,661	517
952,795	992,912	41,095	993,890	³ 881,700	98,287	131,050	13,903	252
19,670	24,724	-----	19,670	47,270	-----	-----	27,600	518
151,826	198,749	-----	151,826	190,704	-----	-----	38,878	255
3,573	1,891	-----	3,573	1,339	-----	-----	4,912	519
90,857	160,845	1,181	92,038	130,663	-----	-----	38,625	520
29,263	28,903	-----	29,263	29,263	-----	-----	-----	521
4,511	1,215	-----	4,511	3,000	-----	-----	1,511	522
1,082,570	1,223,516	76,389	1,158,959	790,534	-----	-----	368,425	523
1,010,405	1,210,635	11,691	1,022,096	905,914	-----	-----	116,182	524
42,676	54,296	-----	42,676	37,347	-----	-----	5,329	525
21,016	25,980	-----	21,016	16,917	-----	-----	4,099	526
61,631	⁴ 78,304	421	62,052	61,476	-----	-----	576	527
49,383	35,610	-----	49,383	59,123	-----	-----	9,740	528
454,317	501,089	-----	454,317	414,766	-----	-----	39,551	529
998	2,333	-----	998	37,019	-----	-----	36,021	530
6,381,538	² 6,809,961	921,735	7,303,273	3,689,745	783,625	² 785,750	2,829,903	531
1,370	17,230	-----	1,370	87,987	-----	-----	89,357	532
953,169	1,034,605	46,077	999,246	374,659	600,000	400,000	24,587	533
13,500	27,170	-----	13,500	10,500	3,000	3,000	-----	534
349,324	356,673	-----	349,324	202,423	150,000	-----	3,099	535
77,945	⁵ 90,639	-----	77,945	72,146	-----	-----	5,799	536
	⁶ 5,055	-----			-----	-----		
139	339	-----	139	-----	-----	-----	139	537
6,090	⁷ 3,818	-----	6,090	85	-----	-----	6,005	538
5,364,205	6,151,150	2,588,249	7,952,454	5,514,406	2,625,000	2,562,500	186,952	426
77,505	78,805	-----	77,505	62,565	13,680	6,840	1,260	273
103,649	132,519	14	103,663	50,591	-----	-----	53,072	274
441,544	663,956	7,787	449,331	445,829	-----	-----	3,502	539
12,335	14,454	347	12,682	1,320	-----	-----	11,362	540
3,258	2,781	-----	3,258	3,725	-----	-----	467	541
747	⁽⁸⁾	-----	747	600	-----	⁽⁸⁾	1,347	542
27,913	41,377	-----	27,913	22,713	-----	-----	5,200	543
106,317	182,133	-----	106,317	53,622	80,000	80,000	27,305	544
24,755	⁹ 15,831	-----	24,755	50,332	-----	-----	25,577	545
	¹⁰ 20,014	-----			-----	-----		

¹ Items in bold-faced type indicate deficits.

² Group figures assigned by this office.

³ Includes \$6,744, "other payments from net income."

⁴ Figures from report of Receiver of Duluth and Winnipeg R. R. Reorganized as Duluth, Superior and Western Ry.

⁵ Figures from report of Green Bay, Winona and St. Paul R. R., for period, July 1, 1895 to June 9, 1896. Reorganized as Green Bay and Western R. R.

⁶ Figures cover period, June 10 to 30, 1896.

⁷ Figures cover five months ending June 30, 1896.

⁸ Filed no report.

⁹ Figures cover period, July 1 to December 4, 1895.

¹⁰ Figures cover period, December 5, 1895 to June 30, 1896.

GROUP VI. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING
DIVIDENDS—

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earn- ings from operation.	
			Dollars.	Dollars.	Dollars.	Dollars.
546	Kewaunee, Green Bay & Wn. R. R.	36.07	17,231	53,331	73,643	34,401
547	Kickapoo Vy. & Nn. Ry. ¹	38.50	5,680	15,507	21,187	37,794
548	L. Sup. Term. & Tr. Ry.	15.70	166	.....	66,631	54,927
549	La Salle & Bureau Co. R. R.	6.35	.....	.....	15,798	10,020
550	Litchf., Carrollton & Wn. R. R. ¹	57.80	23,935	35,824	60,011	45,072
442	Louisv. & Nashv. R. R. ²	208.74	376,156	759,175	1,143,247	890,108
	[Line north of Ohio Riv.]					
551	Manistique Ry.	59.50	10,391	100,385	110,926	75,203
552	Marinette, Tomahawk & Wn. R. R.	14.30	722	4,829	5,551	6,433
553	Marshf. & S. En. Ry.	30.00	5,712	14,009	19,721	14,078
554	Mason Cy. & Ft. Dodge R. R.	92.00	39,495	124,394	164,009	93,899
555	Minneap. & St. L. R. R.	369.91	507,547	1,469,070	2,098,795	1,176,494
556	Minneap., New Ulm & S. Wn. R. R.	20.60	8,740	11,989	20,729	29,609
557	Wis., Minn. & Pac. R. R.	216.60	87,584	269,640	360,639	254,515
558	Minneap. En. Ry.	1.13	.....	.....	61,394	36,278
559	Minneap. Un. Ry.	2.63	4,197	.....	240,170	42,725
560	Min. & Wis. R. R. ³	26.00	1,289	6,775	8,191	7,817
452	Mobile & Ohio R. R. ⁴	160.60	200,199	741,487	944,018	722,135
	[Line north of Cairo., Ill.]					
561	Munising Ry.	32.23	6,709	53,526	60,353	34,351
562	Nn. Pac. R. R. ⁵ .....	.....	358,433	1,006,056	1,442,110	1,419,854
	[Line east of Montana.]					
563	Nn. Pac. Ry. ⁶	⁷ 2,033.79	1,363,156	4,670,583	6,345,077	4,144,312
	[Line east of Montana.]					
564	N. Wn. Coal Ry.	12.82	.....	25,840	35,590	27,698
565	Om. & St. L. Ry. ¹	145.00	124,327	193,739	326,566	287,328
566	Pawnee R. R.	9.00	3,055	7,762	10,817	5,520
567	Peoria & Pekin Un. Ry.	18.14	19,098	49,616	642,803	326,413
568	Peoria, Dec. & Evansv. Ry. ¹	330.87	232,864	605,394	857,158	621,867
569	Quin., Om. & Kans. Cy. Ry.	138.87	97,537	193,281	290,952	218,306
570	Rock I. & Peoria Ry.	118.00	125,925	441,198	567,627	381,746
571	Rockp., Lang. & Nn. Ry.	5.60	2,377	4,187	6,809	5,337
572	St. Jos. Term. R. R.	1.02	.....	.....	270,267	245,050
573	St. Jos. Un. Depot Co.	1.49	.....	.....	15,600	.....
574	St. L. & Hann. Ry.	103.00	52,196	74,121	129,949	110,568
575	St. L., Bellev. & Sn. Ry.	13.00	418	6,072	17,476	15,310
576	St. L., Chic. & St. P. R. R. ⁸ .....	.....	60,651	189,121	282,634	257,379
577	St. L., Chic. & St. P. Ry. of Ill. ⁹	111.00	5,983	15,363	23,548	24,131
578	St. L., Indpls. & En. R. R.	90.00	19,251	56,776	76,675	82,472
579	St. L., Peoria & Nn. Ry. ¹⁰ .....	.....	.....	.....	.....	.....
580	St. P. & Duluth R. R.	244.45	375,923	1,187,224	1,574,820	1,197,393
581	St. P. Un. Depot Co.	5.63	117,521	9,796	151,752	108,252
582	S. S. Marie Brg. Co.	¹¹ 1.22	.....	.....	61,905	10,000
583	Sioux Cy. & Nn. R. R. ¹²	97.28	34,549	201,574	245,538	196,674
584	S. St. P. Belt R. R.	3.62	.....	.....	¹³ 3,054	4,990
585	Tabor & Nn. Ry.	8.79	3,045	6,836	10,476	8,958

¹ Report of Receiver.² See page 66, No. 442, for totals covering entire road.³ Report for six months ending June 30, 1897.⁴ See page 66, No. 452, for totals covering entire road.⁵ Report of Receivers for two months ending August 31, 1896. Reorganized as Northern Pacific Ry. See page 66, No. 562, for totals covering entire road.⁶ Report for ten months ending June 30, 1897. See page 66, No. 563, for totals covering entire road.⁷ Includes 265.11 miles outside the United States.⁸ Report of Receivers for eleven months ending May 31, 1897. Reorganized as St. Louis, Chicago and St. Paul Ry. of Illinois.⁹ Report for one month ending June 30, 1897.¹⁰ Road under construction.¹¹ Includes .86 mile outside the United States.¹² Report of Receivers.¹³ Unclassified.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND
Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from opera- tions of year. ¹	No.
1897.	1896.				1897.	1896.		
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
39,242	39,377	.....	39,242	20,055	.....	.....	19,187	546
16,607	² 1,414	.....	16,607	30,000	.....	.....	46,607	547
11,704	11,479	.....	11,704	11,704	.....	.....	.....	548
5,778	4,870	9	5,787	899	3,000	3,000	1,888	549
14,939	² 6,990	.....	14,939	11,978	.....	.....	2,961	550
253,139	281,494	.....	253,139	386,743	.....	.....	133,604	442
35,723	48,384	.....	35,723	8,424	.....	.....	27,299	551
882	³ 631	.....	882	.....	.....	.....	882	552
5,643	⁴ 3,636	.....	5,643	35,087	.....	.....	29,444	553
70,110	72,710	.....	70,110	90,266	.....	.....	20,156	554
922,301	921,059	53,867	976,168	652,381	245,000	245,000	78,787	555
8,880	(⁵)	22	8,858	10,089	.....	(⁵)	18,947	556
106,124	112,789	952	107,076	13,277	.....	.....	93,799	557
25,116	27,393	.....	25,116	12,221	.....	.....	12,895	558
197,445	243,778	202	197,647	163,576	30,000	.....	4,071	559
374	(⁵)	.....	374	.....	.....	(⁵)	374	560
221,883	250,487	.....	221,883	245,535	.....	.....	23,652	452
26,002	(⁶)	.....	26,002	575	.....	.....	25,427	561
22,256	} ⁷ 4,319,930	{ ⁸ 29,564	⁸ 51,820	⁸ 1,006,886	.....	.....	⁸ 955,066	562
2,200,765					.....	.....	⁸ 188,355	563
7,892	8,868	44,360	52,252	43,506	.....	.....	8,746	564
39,238	² 52,585	218	39,456	32,116	.....	.....	7,340	565
5,297	84	84	5,381	3,533	.....	.....	1,848	566
316,390	305,290	.....	316,390	225,415	60,000	60,000	30,975	567
235,291	² 264,232	15,000	250,291	548,602	.....	.....	298,311	568
72,646	112,111	.....	72,646	127,879	.....	.....	55,233	569
185,881	133,395	9,915	195,796	84,000	75,000	150,000	36,796	570
1,472	690	.....	1,472	2,400	.....	.....	928	571
25,217	25,284	.....	25,217	25,217	.....	.....	.....	572
15,600	15,600	.....	15,600	15,719	.....	.....	119	573
19,381	27,414	.....	19,381	34,297	.....	.....	14,916	574
2,166	67	.....	2,166	26,645	.....	.....	24,479	575
25,255	} ⁹ 34,841	{ 169	25,424	124,647	.....	.....	99,223	576
583			554	.....	.....	.....	554	577
5,797	8,103	.....	5,797	16,755	.....	.....	22,552	578
377,427	324,096	49,177	426,604	304,820	239,505	239,505	117,721	579
43,500	43,397	.....	43,500	22,500	21,000	21,000	.....	580
51,905	54,311	.....	51,905	51,905	.....	.....	.....	581
48,864	¹⁰ 95,792	.....	48,864	109,581	.....	.....	60,717	582
1,936	(⁵)	.....	1,936	.....	.....	(⁵)	1,936	583
1,518	1,665	.....	1,518	3,543	.....	.....	2,025	584
								585

¹ Items in bold-faced type indicate deficits.

² Figures from report of Receiver.

³ Figures cover six months ending June 30, 1896.

⁴ Figures cover period, February 20 to June 30, 1896.

⁵ Filed no report.

⁶ Road under construction.

⁷ Figures from report of Receivers of Northern Pacific R. R.

⁸ Group figures assigned by this office.

⁹ Figures from report of Receivers of St. Louis, Chicago and St. Paul R. R.

¹⁰ Figures from report of Receivers.

52 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP VI. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING DIVIDENDS—

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earnings from operation.	
			<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
317	T. Haute & Indpls. R. R. ¹	324.05	726,272	1,120,291	1,851,090	1,641,342
	[Line in Illinois.]					
586	E. St. L. & Carondelet Ry.	12.74	-----	-----	73,616	43,074
587	Tol., Peoria & Wn. Ry.	247.70	276,232	528,270	888,881	657,978
324	Tol., St. L. & Kans. Cy. R. R. ² ..	179.49	162,858	729,942	892,800	704,711
	[Line in Illinois.]					
327	Wabash R. R. ³	1,341.60	2,494,133	5,190,392	7,739,220	5,419,435
	[Line west of Danville, Ill.]					
588	Wabash, Chester & Wn. R. R. ...	64.83	34,016	49,689	83,705	59,455
589	Waukegan & Miss. Vy. Ry. ⁴ ...	3.00	-----	-----	23,876	15,501
590	Win. & Wn. Ry.	113.20	38,303	101,434	142,597	129,332
591	Win. Brg. Ry.	1.03	4,519	15,832	20,351	7,833
592	Wis. & Chippewa Ry.	19.00	1,612	6,095	7,707	9,611
593	Wis. Cent. Co. ⁵	414.00	581,036	1,492,975	2,084,892	1,498,718
594	Wis. Cent. R. R. ⁵	573.01	523,022	1,560,741	2,089,782	1,275,478

¹ Report of Receiver. See page 66, No. 317, for totals covering entire road.

² Report of Receiver. See page 66, No. 324, for totals covering entire road.

³ See page 66, No. 327, for totals covering entire road.

⁴ Switching road.

⁵ Report of Receivers.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND
Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from opera- tions of year. ¹	No.
1897.	1896.				1897.	1896.		
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
209,748	195,932	.....	209,748	555,327	.....	.....	345,579	317
30,542	33,743	424	30,966	3,544	.....	.....	27,422	586
230,903	262,638	.....	230,903	275,275	.....	.....	44,372	587
188,089	² 181,062	.....	188,089	251,059	.....	.....	62,970	324
2,319,785	³ 2,134,543	75,536	2,395,321	2,376,433	.....	.....	18,888	327
24,250	39,683	95	24,345	40,316	.....	.....	15,971	588
8,375	3,431	.....	8,375	12,000	.....	.....	3,625	589
13,265	28,896	.....	13,265	22,640	.....	.....	9,375	590
12,518	13,276	.....	12,518	19,635	.....	.....	7,117	591
1,904	386	.....	1,904	126	.....	.....	2,030	592
586,174	⁴ 666,758	67,007	653,181	1,055,175	.....	.....	401,994	593
814,304	⁴ 720,099	465	814,769	721,318	.....	.....	93,451	594

¹ Items in bold-faced type indicate deficits.

² Figures from report of Receiver. Group figures assigned by this office.

³ Group figures assigned by this office.

⁴ Figures from report of Receivers.

GROUP VII. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING
DIVIDENDS—

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earnings from operation.	
	Total—Group VII.	10,490.36	<i>Dollars.</i> 9,514,218	<i>Dollars.</i> 30,032,096	<i>Dollars.</i> 40,279,962	<i>Dollars.</i> 25,404,435
595	Black H. & Ft. Pierre R. R.	40.00	7,832	137,511	145,361	114,156
596	Butte, Anaconda & Pac. Ry.	42.00	55,804	936,154	991,958	404,952
497	Chic. & N. Wn. Ry.: ¹					
597	Frem., Elk. & Mo. Vy. R. R. ...	1,362.84	746,519	2,302,551	3,103,681	2,106,724
500	Chic. Burl. & Quin. R. R. ²	3,513.53	2,676,088	7,092,663	9,879,241	6,077,787
	[Line west of Missouri Riv.]					
516	Chic., St. P., Minneap. & Om. Ry. ³	274.57	239,807	509,705	774,793	506,744
	[Line west of Missouri Riv.]					
598	Gt. Falls & Can. Ry.	134.37	20,439	67,819	89,528	72,936
531	Gt. Nn. Ry. ⁴	946.12	520,312	1,982,281	2,552,903	1,987,890
	[Line between Minot, N. Dak., and Idaho.]					
599	Mont. Cent. Ry.	260.79	281,923	1,634,435	1,931,112	1,303,756
562	Nn. Pac. R. R. ⁵		333,302	956,094	1,294,030	979,542
	[Line in Idaho and Mont.]					
563	Nn. Pac. Ry. ⁶	1,505.89	1,224,456	3,667,559	4,927,805	2,684,243
	[Line in Idaho and Mont.]					
600	Om. Brg. & Term. Ry.	23.17	.....	21,755	23,270	23,358
601	St. Jos. & Gr. I. R. R. ⁷	251.06	165,234	733,832	622,858	435,180
602	St. Jos. & Gr. I. Ry. ⁸				316,229	223,281
603	Kans. Cy. & Om. R. R. ⁹	193.68	23,729	152,785	46,564	43,091
604	Kans. Cy. & Om. Ry. ¹⁰				149,562	95,445
605	Sioux Cy., O'Neill & Wn. Ry. ¹¹	129.16	29,552	111,733	147,511	124,904
606	Un. Pac. Ry. ¹²	1,147.11	2,874,758	8,666,602	11,889,962	7,219,041
	[Union and Cheyenne Divs.]					
607	Brighton & Bould. Brh R. R. ..	27.00	1,906	21,603	23,556	17,678
608	Carb. Cut Off Ry. ¹³	19.06	896	49,216	50,164	31,245
609	Kear. & Black H. Ry. ¹³	65.74	5,727	28,415	37,711	33,616
610	Mont. Un. Ry.	72.23	130,219	330,472	468,460	310,847
611	Om. & Repub. Vy. Ry. ¹³	482.04	175,715	628,911	813,703	608,019

¹ Inserted to show relation of road following.² See page 66, No. 500, for totals covering entire road.³ See page 66, No. 516, for totals covering entire road.⁴ Group figures assigned by this office. See page 66, No. 531, for totals covering entire road.⁵ Report of Receivers for two months ending August 31, 1896. Reorganized as Northern Pacific Ry. See page 66, No. 562, for totals covering entire road.⁶ Report for ten months ending June 30, 1897. See page 66, No. 563, for totals covering entire road.⁷ Report of Receivers for eight months ending February 28, 1897. Reorganized as St. Joseph and Grand Island Ry.⁸ Report for four months ending June 30, 1897.⁹ Report of Receivers for four months ending October 31, 1896. Reorganized as Kansas City and Omaha Ry.¹⁰ Report for eight months ending June 30, 1897.¹¹ Report of Receiver.¹² Report of Receivers. See page 66, No. 606, for totals covering entire road.¹³ Report of Receivers.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from operations of year. ¹	No.
1897.	1896.				1897.	1896.		
<i>Dollars.</i> 14,875,527	<i>Dollars.</i> 13,092,365	<i>Dollars.</i> 1,392,514	<i>Dollars.</i> 16,268,041	<i>Dollars.</i> 217,512,512	<i>Dollars.</i> 2,648,654	<i>Dollars.</i> 2,466,562	<i>Dollars.</i> 3,893,125	
31,205	2,506	-----	31,205	3,598	-----	-----	27,607	595
587,006	558,360	-----	587,006	88,349	120,000	-----	378,657	596
996,957	1,040,659	-----	996,957	1,183,366	-----	-----	186,409	497
3,801,454	2,680,737	³ 694,057	³ 4,495,511	³ 4,851,910	³ 1,997,588	³ 1,997,586	³ 2,353,987	597
268,049	339,730	³ 11,376	³ 279,425	³ 312,356	³ 221,941	³ 150,976	³ 254,872	516
16,592	20,460	-----	16,592	7,253	-----	-----	9,339	598
565,013	³ 673,642	363,607	928,620	1,413,482	309,125	³ 318,000	793,987	531
627,356	632,230	1,169	628,525	524,239	-----	-----	104,286	599
314,488	⁴ 2,183,827	³ 14,943	³ 329,431	³ 555,885	-----	-----	³ 226,454	562
2,243,562		³ 71,087	³ 2,314,649	³ 1,642,282	-----	-----	³ 672,367	563
88	551	-----	88	559	-----	-----	647	600
187,678	⁶ 117,408	{ 7,759	195,437	345,852	-----	-----	150,415	601
92,948			93,073	70,753	-----	-----	22,320	602
3,473	⁶ 10,939	{ 3,473	3,473	45,640	-----	-----	42,167	603
54,117			54,117	91,500	-----	-----	37,383	604
22,607	⁶ 31,159	125	22,482	135,335	-----	-----	112,853	605
4,670,921	⁶ 4,494,467	³ 220,224	³ 4,891,145	³ 5,573,833	-----	-----	³ 682,688	606
5,878	9,585	268	6,146	4,126	-----	-----	2,020	607
18,919	⁶ 13,110	861	19,780	1,604	-----	-----	18,176	608
4,095	⁶ 4,484	529	4,624	53,070	-----	-----	48,446	609
157,613	130,899	3,543	161,156	105,303	-----	-----	55,853	610
205,684	⁶ 170,592	3,091	208,775	502,217	-----	-----	293,442	611

¹ Items in bold-faced type indicate deficits.

² Includes \$1,774,567, taxes.

³ Group figures assigned by this office.

⁴ Figures from report of Receivers of Northern Pacific R. R.

⁵ Figures from report of Receiver.

⁶ Figures from report of Receivers.

GROUP VIII.

INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING
DIVIDENDS—

	1	2	3	4	5	6
No.	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earn- ings from operation.	
			Dollars.	Dollars.	Dollars.	Dollars.
	Total—Group VIII	22,461.78	21,335,409	67,362,049	92,086,931	63,432,821
612	Ark. & Choctaw Ry.....	29.13	.....	38,476	38,476	21,522
613	Ark. Midl. R. R.	74.00	23,815	69,867	95,734	66,733
482	Atch., Top. & S. Fe Ry. ¹	3,928.65	4,498,827	13,878,507	18,611,625	13,868,813
	[Line west of Kans. Cy., Mo.]					
614	Atl. & Pac. R. R. ²	112.05	54,464	98,010	152,621	132,668
	[Central Division.]					
615	Manh., Al. & Bgame. Ry. ³ ...	56.62	11,370	26,281	38,328	54,338
616	Wich. & Wn. Ry. ³	79.50	22,469	48,115	76,824	62,056
617	Cassv. & Wn. Ry. ⁴ .....	.....	.....	.....	.....	.....
618	Chic. & Atch. Brg. Co. ³	35	9,669	35,013	51,556	7,747
515	Chic., Rock I. & Pac. Ry. ⁵	1,979.75	1,583,926	3,720,086	5,452,101	4,051,348
	[Line west of Missouri Riv.]					
619	Choctaw, Oklahoma & Gulf R. R.	219.20	138,077	448,532	621,715	344,711
620	Colo. Midl. R. R. ³	335.97	299,272	1,361,970	1,673,152	1,386,363
621	Crystal Ry.	3.50	1,113	8,612	9,725	6,193
622	Darda. & Russellv. Ry.	5.00	4,337	24,753	29,090	19,633
623	Denver & Rio G. R. R.	1,648.04	1,794,014	4,894,655	6,930,715	4,075,337
624	Denver, Lakewood & Golden R. R. ³	20.00	18,010	12,328	30,338	25,148
625	Eureka Spgs. Ry.	18.50	25,076	34,971	60,047	32,634
626	Ham. & Kingston R. R.	9.00	2,473	2,017	4,490	4,780
627	Hutchinson & Sn. R. R. ³	104.13	22,576	59,325	83,169	91,341
628	Kans. Cy. Belt Ry.	10.00	.....	108,879	216,450	75,653
629	Kans. Cy., Ft. Scott & Memph. R. R.	721.42	910,141	2,950,339	4,071,128	2,641,771
630	Current Riv. R. R.	81.95	23,736	118,562	146,282	103,184
631	Kans. Cy. & Memph. Ry. & Brg. Co.	2.90	76,492	265,445	342,039	81,994
632	Kans. Cy., Clinton & Springf. Ry.	162.63	116,335	212,465	330,045	204,948
633	Kans. Cy. N. Wn. R. R.	174.13	70,598	227,163	360,264	281,800
634	Kans. Cy., Osceola & Sn. Ry.	112.00	41,611	85,695	141,891	147,527
635	Kans. Cy., Pittsb. & Gulf R. R.	762.34	266,149	1,059,096	1,380,031	991,551
636	Kans. Cy. Suburban Belt R. R.	23.21	.....	159,221	284,652	152,456
637	Kans. Cy. & Indep. Air Line R. R.	12.09	42,905	9,972	53,402	66,696
638	Leav., Top. & S. Wn. Ry. ³	57.77	11,057	16,117	42,053	40,909
639	Little Rock & Memph. R. R. ³ ..	131.16	99,290	277,108	377,090	362,922
640	La. & Ark. R. R. ⁶	52.00	1,663	32,900	34,563	8,024
641	Manitou & Pikes Peak Ry.	8.90	32,539	2,631	36,705	25,970
642	Miss. Riv. & Bonne T. Ry.	47.47	29,632	216,880	260,016	153,605
643	Mo., Kans. & Tex. Ry. ⁷	1,209.77	1,308,573	5,801,701	7,123,486	4,231,737
	[Line north of Denison, Tex.]					
644	Mo. Pac. Ry.	3,164.25	2,753,544	7,754,877	10,982,815	8,625,851
645	Cent. Brh. Un. Pac. R. R. ⁸	388.19	179,974	682,350	911,928	638,630
646	St. L., Iron Mtn. & Sn. Ry.	1,773.77	2,431,262	8,243,500	10,930,809	7,295,025
647	Ark. & La. Ry.	25.54	11,508	25,010	39,946	24,931
648	Mo. Sn. R. R.	31.56	811	16,303	17,114	25,975
649	Pine Bluff & En. R. R. ³	20.00	4,638	10,510	15,148	12,687
650	Rio G. Sn. R. R.	180.40	96,207	292,383	401,239	229,789
651	St. L. & San Fran. R. R.	1,162.05	1,443,286	4,482,926	5,993,336	3,494,233

¹ Group figures assigned by this office. See page 66, No. 482, for totals covering entire road.² Report of Receiver. See page 66, No. 614, for totals covering entire road.³ Report of Receiver.⁴ No income account reported.⁵ See page 66, No. 515, for totals covering entire road.⁶ Report for six months ending June 30, 1897.⁷ See page 66, No. 643, for totals covering entire road.⁸ Report of Receivers.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND
Continued.

7	8	9	10	11	12	13	14	No.
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from opera- tions of year. ¹	
1897.	1896.				1897.	1896.		
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
28,654,110	27,220,278	2,633,917	31,288,027	² 31,114,389	1,204,271	1,122,904	1,030,633	
16,954	³ 5,508	-----	16,954	-----	-----	-----	16,954	612
29,001	31,974	-----	29,001	16,892	12,109	21,921	-----	613
4,742,812	⁴ 4,357,042	935,287	5,678,099	3,865,893	-----	-----	1,812,206	482
19,953	⁵ 13,840	-----	19,953	-----	-----	-----	19,953	614
16,010	⁵ 3,860	23	15,987	10,748	-----	-----	26,735	615
14,768	⁵ 17,619	-----	14,768	120,538	-----	-----	105,770	616
-----	-----	-----	-----	-----	-----	-----	-----	617
43,809	⁵ 41,126	890	44,699	67,057	-----	-----	22,358	618
1,400,753	⁶ 1,369,949	132,869	1,533,622	⁶ 2,341,185	⁶ 544,177	⁶ 544,177	1,351,740	515
277,004	163,652	21,298	298,302	244,009	-----	-----	54,293	619
286,789	⁵ 516,190	-----	286,789	270,634	-----	-----	16,155	620
3,532	2,728	-----	3,532	648	-----	-----	2,884	621
9,457	(⁷)	-----	9,457	7,034	-----	(⁷)	2,423	622
2,855,378	3,188,006	87,539	2,942,917	2,438,721	473,000	473,000	31,196	623
5,190	⁵ 5,978	-----	5,190	-----	-----	-----	5,190	624
27,413	34,090	-----	27,413	31,960	-----	-----	4,547	625
290	631	-----	290	1,467	-----	-----	1,757	626
8,172	⁵ 11,451	-----	8,172	62,411	-----	-----	70,583	627
140,797	134,419	-----	140,797	129,864	5,000	-----	5,933	628
1,429,357	1,320,395	69,200	1,498,557	1,347,283	-----	-----	151,274	629
43,098	43,469	105	43,203	85,278	-----	-----	42,075	630
260,045	227,669	1,594	261,639	186,785	66,000	78,000	8,854	631
125,097	185,078	110	125,207	184,074	-----	-----	58,867	632
78,464	19,590	7,343	85,807	97,317	-----	-----	11,510	633
5,636	3,141	-----	5,636	106,338	-----	-----	111,974	634
388,480	117,645	-----	388,480	31,915	-----	-----	356,565	635
132,196	86,943	9,998	142,194	202,066	-----	-----	59,872	636
13,294	5,147	-----	13,294	16,492	-----	-----	29,786	637
1,144	⁵ 4,261	-----	1,144	4,539	-----	-----	3,395	638
14,168	⁵ 13,989	2,311	16,479	19,306	-----	-----	2,827	639
26,539	(⁸)	-----	26,539	-----	-----	(⁸)	26,539	640
10,735	39,977	185	10,920	26,722	-----	-----	15,802	641
106,411	58,635	5,885	112,296	33,527	-----	-----	78,769	642
2,891,749	⁶ 3,149,113	137,000	3,028,749	2,086,632	-----	-----	942,087	643
2,356,964	1,930,392	475,932	2,832,896	3,941,510	-----	-----	1,108,614	644
273,298	⁹ 123,428	3,821	277,119	676,717	-----	-----	39 9,598	645
3,635,784	3,225,945	28,576	3,664,360	3,823,605	-----	-----	159,245	646
15,015	11,284	31	15,046	1,886	-----	-----	13,160	647
8,861	8,559	-----	8,861	5,268	-----	-----	14,129	648
2,461	⁵ 1,795	-----	2,461	10,663	-----	-----	8,202	649
171,450	234,226	2,989	174,439	170,968	-----	-----	3,471	650
2,499,103	¹⁰ 2,334,360	7,066	2,506,169	2,175,102	100,000	-----	231,067	651

¹ Items in bold-faced type indicate deficits.

² Includes \$4,173,253, taxes.

³ Figures cover ten months ending June 30, 1896.

⁴ Includes operations of Atchison, Topeka and Santa Fe R. R. under receivership for six months ending December 31, 1895. Group figures assigned by this office.

⁵ Figures from report of Receiver

⁶ Group figures assigned by this office.

⁷ Report not filed.

⁸ Filed no report.

⁹ Figures from report of Receivers.

¹⁰ Figures from report of Receivers of St. Louis and San Francisco Ry., reorganized as St. Louis and San Francisco R. R.

GROUP VIII. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING
DIVIDENDS—

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earnings from operation.	
			<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
652	St. L., Cape Gir. & Ft. Smith Ry. ¹	94.00	25,127	86,022	113,143	122,781
653	St. L. S. Wn. Ry.	582.70	548,847	2,383,860	2,956,528	2,177,113
654	Paragould S. En. Ry.	11.29	4,989	12,794	17,827	10,486
655	St. L. Tr. Ry.	6.35	-----	-----	160,846	115,205
656	Searcy & W. Pt. R. R.	7.94	7,471	11,676	19,147	14,676
657	Silverton R. R.	22.00	2,202	37,928	45,206	24,345
658	Stuttgart & Ark. Riv. R. R. ¹ ...	40.00	5,673	10,103	16,061	20,144
659	Term. R. R. Assn. of St. L.	3.51	387,726	977,356	1,909,342	658,444
660	St. L. Merchants Brg. Term. Ry.	17.00	51,088	390,791	591,990	322,430
661	Texarkana & Shrevept. R. R. ...	29.00	4,962	40,797	45,759	22,491
662	Ultima T., Arkadel. & Miss. R. R.	28.00	2,604	23,478	26,082	25,362
606	Un. Pac. Ry. ² [Kans. Div. and Leavenworth Brh.]	675.18	873,199	1,986,158	3,054,515	2,224,115
663	Denver, Leadv. & Gunnison Ry. ¹	324.70	117,049	561,702	704,398	611,395
664	Jctn. Cy. & Ft. Kear. Ry. ³ ...	88.01	30,457	106,194	137,458	94,282
665	Kans. Cent. R. R. ³	166.39	30,381	117,524	152,017	178,690
666	Sal. & S. Wn. Ry. ³	35.46	14,798	25,888	41,517	32,207
667	Solomon R. R. ³	56.83	24,591	83,750	109,133	62,144
668	Un. Pac., Denver & Gulf Ry. ¹ ...	1,020.18	690,304	2,475,239	3,223,635	2,304,712
669	Un. Pac., Linc. & Colo. Ry. ³ ...	225.35	32,580	121,088	194,117	171,323
670	White & Black Riv. Vy. Ry.	64.00	17,086	48,311	65,397	48,473
671	Williamsv., Greenv. & St. L. Ry.	25.00	2,836	47,839	50,675	22,770

¹ Report of Receiver.² See page 66, No. 606, for totals covering entire road.³ Report of Receivers.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND
Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from opera- tions of year. ¹	No.
1897.	1896.				1897.	1896.		
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
9,638	² 4,645	.....	9,638	5,083	.....	.....	14,721	652
779,415	785,454	405,700	1,185,115	881,434	.....	.....	303,681	653
7,341	4,486	.....	7,341	3,223	.....	.....	4,118	654
45,641	41,726	.....	45,641	30,909	.....	.....	14,732	655
4,471	6,289	.....	4,471	486	3,985	5,806	.....	656
20,861	41,331	.....	20,861	29,137	.....	.....	8,276	657
4,083	² 11,443	.....	4,083	2,066	.....	.....	6,149	658
1,250,898	1,228,073	165,173	1,416,071	1,393,375	.....	.....	22,696	659
269,560	295,825	1,700	271,260	395,997	.....	.....	124,737	660
23,268	19,154	706	23,974	1,215	.....	.....	22,759	661
720	4,890	.....	720	681	.....	.....	39	662
830,400	822,939	³ 40,335	⁴ 870,735	⁴ 2,363,252	.....	.....	41,492,517	606
93,003	² 109,345	4,082	97,085	49,505	.....	.....	47,580	663
43,176	⁵ 7,344	46,637	89,813	92,508	.....	.....	2,695	664
26,673	⁵ 4,181	1,199	25,474	81,589	.....	.....	107,063	665
9,310	⁵ 6,867	299	9,609	38,858	.....	.....	29,249	666
46,989	⁵ 29,085	1,592	48,581	44,756	.....	.....	3,825	667
918,923	² 791,416	29,646	948,569	535,597	.....	.....	412,972	668
22,794	⁵ 27,329	977	23,771	268,573	.....	.....	244,802	669
16,924	19,182	.....	16,924	23,522	.....	.....	6,598	670
27,905	20,326	5,819	33,724	29,539	.....	.....	4,185	671

¹ Items in bold-faced type indicate deficits.

² Figures from report of Receiver.

³ Group figures assigned by this office.

⁴ Group figures partly assigned by this office.

⁵ Figures from report of Receivers.

GROUP IX. INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING
DIVIDENDS—

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earn- ings from operation.	
			Dollars.	Dollars.	Dollars.	Dollars.
	Total—Group IX	9,836.83	10,174,749	33,122,851	¹ 44,314,405	33,198,128
482	Atch., Top. & S. Fe Ry. ² [Line south of Red Riv.]					
672	Gulf, Colo. & S. Fe Ry.	1,087.60	1,046,897	4,001,628	5,068,533	4,350,322
515	Chic., Rock I. & Pac. Ry.: ³					
673	Chic., Rock I. & Tex. Ry.	92.00	72,225	355,549	428,018	354,938
674	De Kalb & Red Riv. R. R.	11.47		2,250	2,250	3,096
675	E. La. R. R.	36.00	39,352	33,148	79,689	72,131
676	Ft. Wor. & Rio G. Ry.	146.17	87,668	236,010	323,678	233,541
677	Galv., Houston & Hend. R. R. of 1882.	50.00	59,976	106,373	294,011	132,766
678	Gulf Beaumont & Kans. Cy. Ry.	61.17	11,668	97,876	116,051	58,863
679	Hearne & Brazos Vy. R. R.	18.82	7,890	27,224	35,114	20,625
680	Houston E. & W. Tex. Ry.	192.00	117,369	434,672	575,035	438,140
681	Internat. & Gt. Nn. R. R.	825.40	901,248	2,752,055	3,653,303	2,873,512
682	Kans. Cy., Watkins & Gulf Ry.	98.37	32,810	107,063	141,897	112,654
683	Mansf. Ry. & Transp. Co.	2.00	1,027	3,473	4,500	2,385
643	Mo., Kans. & Tex. Ry. ⁴ [Line south of Denison, Tex.]	987.44	1,030,460	3,305,506	4,354,829	3,849,784
684	Sherman, Shrevept. & Sn. Ry.	153.04	57,662	257,901	316,707	222,556
685	N. O. & Wn. R. R. ⁵	16.00			⁶ 153,339	146,659
686	Pecos Vy. Ry. ⁷	109.87	22,041	41,782	64,386	72,290
687	Pecos Riv. R. R.	54.13	9,779	25,680	35,459	27,851
688	Rio G. R. R.	22.50	3,250	43,198	46,448	24,914
689	St. L., Avoyelles & S. Wn. Ry. .	36.00	9,394	27,828	37,222	22,548
653	St. L. S. Wn. Ry.: ⁸					
690	St. L. S. Wn. Ry. of Tex.	551.70	416,782	1,201,615	1,645,446	1,538,512
691	Tyler S. En. Ry.	88.60	37,621	83,007	122,859	125,533
692	San Ant. & Aransas Pass Ry.	687.40	442,237	1,743,149	2,192,057	1,522,851
693	San Ant. & Gulf R. R.	32.27	2,668	8,335	11,003	8,538
694	Sn. Pac. Co. ⁹ [Line in Louisiana.]	446.85	957,185	3,019,648	4,139,471	2,466,002
695	Austin & N. Wn. R. R.	107.86	42,802	191,256	234,921	152,581
696	Cent. Tex. & N. Wn. Ry.	12.36	13,757	56,292	71,710	46,336
697	Galv., Harrisb. & San Ant. Ry.	919.43	899,346	3,786,147	4,819,811	3,370,393
698	Gulf, Wn. Tex. & Pac. Ry.	111.20	46,987	41,365	98,090	124,927
699	Houston & Tex. Cent. R. R.	452.55	781,511	2,320,949	3,168,960	2,174,762
700	Ft. Wor. & N. O. Ry.	40.05	46,192	190,194	237,092	150,195
701	N. Y., Tex. & Mexican Ry.	91.00	67,851	263,198	335,720	166,497
702	Tex. & N. O. R. R.	215.72	300,404	1,124,980	1,522,408	996,150
703	Sugar Land Ry.	14.20	104	19,486	19,590	9,820
704	Tex. & Pac. Ry.	1,499.00	1,852,198	5,177,533	7,084,145	5,169,565
705	El Paso Nn. Ry.	10.08			⁶ 347	228
706	Tex. Cent. R. R.	186.00	80,719	205,768	288,064	267,408
707	Tex. Mexican Ry.	162.24	33,433	131,922	167,747	152,901
708	Tex. Midl. R. R.	126.88	56,672	238,119	295,271	253,033
709	Tex., Sab. Vy. & N. Wn. Ry.	40.00	5,946	30,897	36,843	23,869
710	Tex. Trunk R. R. ⁷	51.68	15,145	54,281	69,521	57,488
606	Un. Pac. Ry.: ⁸					
668	Un. Pac., Denver & Gulf Ry.: ³					
711	Ft. Wor. & Denver Cy. Ry.	470.41	303,944	753,193	1,073,423	780,293
712	Velasco Term. Ry.	20.00	5,235	21,884	28,200	31,485
713	Vicksb. Shrevept. & Pac. R. R. .	170.69	174,085	325,542	557,442	396,292
714	Waco & N. Wn. R. R. ⁷	54.68	58,342	208,163	271,800	135,796
715	Weatherf. Minl. Wells & N. Wn. Ry.	23.00	12,886	31,292	45,859	34,566
716	Wich. Vy. Ry.	51.00	9,981	35,420	46,136	21,532

¹ Includes \$153,686, unclassified.² Group figures assigned by this office. See page 66, No. 482, for totals covering entire road.³ Inserted to show relation of road following.⁴ See page 66, No. 643, for totals covering entire road.⁵ Report for six months ending June 30, 1897.⁶ Unclassified.⁷ Report of Receiver.⁸ Inserted to show relation of two roads following.⁹ See page 66, No. 694, for totals covering entire road.

INCOME ACCOUNT OF RAILWAYS.

61

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND Continued.

7	8	9	10	11	12	13	14	No.
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from operations of year. ¹	
1897.	1896.				1897.	1896.		
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
11, 116, 277	9, 788, 658	695, 958	11, 812, 235	² 15, 243, 769	46, 182	60, 086	3, 477, 716	
				713, 451			713, 451	482
718, 211	528, 671		718, 211	1, 589, 771			871, 560	672
73, 080	75, 153		73, 080	119, 333			46, 253	515
846	753		846	114			960	673
7, 558	22, 558		7, 558	7, 558				674
90, 137	145, 762	20	90, 157	118, 126			27, 969	675
161, 245	160, 671		161, 245	104, 904			56, 341	676
								677
57, 188	31, 645		57, 188	41, 328			15, 860	678
14, 489	10, 241		14, 489	728	5, 287	4, 230	8, 474	679
136, 895	137, 968		136, 895	122, 265			14, 630	680
779, 791	660, 622	5, 517	785, 308	864, 773			79, 465	681
29, 243	51, 270	³ 2, 781	26, 462	109, 235			82, 773	682
2, 115	794		2, 115	60	1, 160	725	895	683
505, 045	⁴ 195, 525		505, 045	1, 596, 486			1, 091, 441	643
94, 151	68, 970		94, 151	67, 393			26, 758	684
6, 680	(⁵)		6, 680	64, 626		(⁵)	57, 946	685
7, 904	⁶ 1, 456	532	7, 372	132, 217			139, 589	686
7, 608	6, 216		7, 608	38, 349			30, 741	687
21, 534	13, 803		21, 534	23, 979			2, 445	688
14, 674	(⁷)		14, 674			(⁷)	14, 674	689
								653
106, 934	47, 542		106, 934	442, 875			335, 941	690
2, 674	60, 880		2, 674	32, 427			35, 101	691
668, 206	538, 500		668, 206	834, 580			166, 374	692
2, 465	(⁸)		2, 465			(⁸)	2, 465	693
1, 673, 469	1, 481, 021	385, 051	2, 058, 520	1, 458, 269			600, 251	694
82, 340	78, 557	12, 377	94, 717	139, 395			44, 678	695
25, 374	17, 130	4, 893	30, 267	15, 121			15, 146	696
1, 449, 418	1, 806, 807	8, 778	1, 458, 196	1, 723, 803			265, 607	697
26, 837	28, 365	2, 722	24, 115	145, 021			169, 136	698
994, 198	1, 018, 946	28, 028	1, 022, 226	1, 087, 336			65, 110	699
86, 897	72, 786	4, 032	90, 929	58, 880			32, 049	700
169, 223	66, 757		169, 223	133, 552			35, 671	701
526, 258	534, 332	143, 127	669, 385	439, 724			229, 661	702
9, 770	7, 966		9, 770	660		15, 396	9, 110	703
1, 914, 580	1, 550, 482	51, 912	1, 966, 492	1, 728, 034			238, 458	704
119	135		119				119	705
20, 656	59, 983		20, 656	25, 821	39, 735	39, 735	44, 900	706
14, 846	11, 126		14, 846	172, 782			157, 936	707
42, 238	27, 198	17, 250	59, 488	71, 523			12, 035	708
12, 974	⁶ 7, 280		12, 974	29, 387			16, 413	709
12, 033	⁶ 1, 584	9	12, 042	3, 910			8, 132	710
								606
								668
293, 130	⁶ 162, 559	14, 945	308, 075	431, 352			123, 277	711
3, 285	9, 335		3, 285	21, 386			24, 671	712
161, 150	168, 283	14, 911	176, 061	438, 099			262, 038	713
136, 004	⁶ 156, 866	4, 410	140, 414	18, 810			121, 604	714
11, 293	16, 769	225	11, 518	35, 544			24, 026	715
24, 604	25, 279		24, 604	40, 782			16, 178	716

¹ Items in bold-faced type indicate deficits.² Includes \$1,219,614, taxes.³ Debit item.⁴ Group figures assigned by this office.⁵ Road under construction.⁶ Figures from report of Receiver.⁷ Road not in operation.⁸ Report not filed for San Antonio and Gulf Shore Ry. Reorganized as San Antonio and Gulf R. R.

62 REPORT OF THE INTERSTATE COMMERCE COMMISSION.

GROUP X.

INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING DIVIDENDS—

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earn- ings from operation.	
	Total—Group X	13, 568. 86	<i>Dollars.</i> 19, 672, 260	<i>Dollars.</i> 39, 304, 076	<i>Dollars.</i> 1 59, 805, 166	<i>Dollars.</i> 38, 843, 155
717	Arcata & Mad Riv. R. R.	18. 50	10, 834	19, 258	30, 092	82, 158
718	Ariz. & New Mex. Ry.	71. 00	20, 895	291, 389	315, 130	92, 279
719	Ariz. & S. En. R. R.	55. 30	22, 298	270, 699	295, 132	143, 040
482	Atch., Top. & S. Fe Ry. ²					
	[Line west of Santa Fe, N. Mex.]					
614	Atl. & Pac. R. R. ³	831. 46	966, 188	2, 573, 174	3, 558, 682	2, 775, 355
	[Western and California Divs.]					
720	New Mex. & Ariz. R. R.	87. 78	50, 750	125, 906	183, 619	138, 560
721	Sn. Cal. Ry.	498. 74	771, 792	1, 166, 994	1, 964, 076	1, 677, 736
722	Bellingham Bay & British Col. R. R.	24. 68	15, 358	24, 379	40, 590	38, 729
723	Belt R. R. of San Fran.	2. 00			27, 219	11, 422
724	Blakely R. R.	34. 00	193	50, 293	51, 540	47, 673
725	Boise, Nampa & Owyhee Ry. ⁴	21. 25	1, 665	2, 523	4, 188	5, 878
726	Buckspt. & Elk Riv. R. R.	8. 00		5, 104	5, 104	6, 817
727	Cal. En. Ry.	29. 44	1, 951	4, 449	8, 546	7, 918
728	Carson & Colo. Ry.	300. 00	46, 344	84, 603	131, 096	99, 129
729	Cent. Wash. R. R. ⁵	125. 81	34, 469	60, 010	96, 048	65, 809
730	Col. & Puget Sd. R. R.	54. 32	18, 065	211, 345	245, 688	123, 637
731	Colusa & L. R. R.	22. 00	9, 389	9, 392	18, 781	13, 307
732	Coos Bay, Roseb. & En. R. R. & Nav. Co. ⁶					
733	Coronado R. R.	27. 20	9, 081	13, 657	28, 889	20, 460
734	Eel Riv. & Eureka R. R.	25. 00	27, 431	58, 300	91, 749	48, 971
735	Eureka & Palisade R. R.	84. 00	8, 362	40, 680	59, 056	34, 665
736	Everett & Monte Cristo Ry.	67. 41	13, 928	78, 723	102, 633	87, 259
531	Gt. Nn. Ry. ⁷	481. 48	234, 265	641, 995	893, 585	970, 241
	[Line west of Montana.]					
737	Ilwaco Ry. & Nav. Co.	16. 00	8, 600	9, 521	18, 410	12, 712
738	Indep. & Monmouth Ry.	2. 50	1, 708		1, 708	1, 078
739	Los Ang. & Redondo Ry.	17. 70	14, 277	16, 685	42, 375	43, 129
740	Los Ang. Term. Ry.	50. 20	35, 950	43, 309	79, 843	96, 134
741	Nev.-Cal.-Oregon Ry.	79. 00	19, 228	43, 261	64, 179	45, 876
742	N. Pac. Coast R. R.	88. 00	239, 111	109, 019	348, 130	229, 226
562	Nn. Pac. R. R. ⁸		232, 600	537, 808	777, 615	841, 070
	[Line west of Idaho.]					
563	N. Pac. Ry. ⁹	987. 90	973, 641	2, 628, 888	3, 658, 956	2, 317, 338
	[Line west of Idaho.]					
743	Oregon Cent. & En. R. R.	142. 00	36, 094	43, 767	82, 352	65, 598
744	Oregon Ry. & Nav. Co. ¹⁰				470, 685	331, 491
745	Oregon R. R. & Nav. Co. ¹¹	1, 059. 35	1, 006, 826	3, 109, 706	3, 660, 218	1, 914, 726
746	Oregon S. Line R. R. ¹²	1, 429. 70	429, 514	1, 277, 153	1, 720, 797	750, 227
747	Pac. Coast Ry.	77. 60	26, 329	67, 424	93, 619	74, 032
748	Pac. Lum. Co.'s R. R.	7. 00	3, 429	2, 069	5, 498	11, 719
749	Pac. Lum. & Wood Co.'s R. R. ..	10. 00		16, 000	16, 000	6, 500
750	Port Townsend Sn. R. R.	42. 22	6, 368	4, 282	10, 658	18, 605
751	Rio G. Wn. Ry.	550. 24	624, 528	1, 800, 262	2, 431, 004	1, 610, 544
752	Salt L. & Los Ang. Ry.	15. 00	31, 863	3, 101	34, 964	29, 331

¹ Includes \$5,482, unclassified.

² Group figures assigned by this office. See page 66, No. 482, for totals covering entire road.

³ Report of Receiver. See page 66, No. 614, for totals covering entire road.

⁴ Report for period, March 16 to June 30, 1897.

⁵ Report of Receiver.

⁶ Road under construction.

⁷ Group figures assigned by this office. See page 66, No. 531, for totals covering entire road.

⁸ Report of Receivers for two months ending August 31, 1896. Reorganized as Northern Pacific Ry. See page 66, No. 562, for totals covering entire road.

⁹ Report for ten months ending June 30, 1897. See page 66, No. 563, for totals covering entire road.

¹⁰ Report of Receiver for period, July 1 to August 17, 1896. Reorganized as Oregon R. R. and Navigation Co.

¹¹ Report for period, August 18, 1896 to June 30, 1897.

¹² Report for period, March 16 to June 30, 1897.

INCOME ACCOUNT OF RAILWAYS.

63

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from operations of year. ¹	No.
1897.	1896.				1897.	1896.		
<i>Dollars.</i> 20,962,011	<i>Dollars.</i> 20,031,852	<i>Dollars.</i> 1,499,934	<i>Dollars.</i> 22,461,945	<i>Dollars.</i> 22,741,935	<i>Dollars.</i> 402,250	<i>Dollars.</i> 296,250	<i>Dollars.</i> 682,240	
52,066	(³)	11,479	40,587	2,943			43,530	717
222,851	139,427		222,851	85,737			137,114	718
152,092	142,211		152,092	8,477	100,000	40,000	43,615	719
				568,733			568,733	482
783,327	⁴ 508,211	⁵ 13,370	769,957	415,766			354,191	614
45,059	35,476		45,059	20,467			24,592	720
286,340	282,154		286,340	355,637			69,297	721
1,861	6,601	⁵ 231	1,630	3,356			1,726	722
15,797	12,141		15,797				15,797	723
3,867	11,148		3,867	1,600			2,267	724
1,690	(⁶)		1,690				1,690	725
1,713	18,239		1,713	687	5,000	(⁶) 50,000	7,400	726
628	570		628				628	727
31,967	41,717		31,967	100,293			68,326	728
30,239	⁷ 18,564		30,239	11,259			18,980	729
122,051	121,018	18,547	140,598	15,533			125,065	730
5,474	1,004	632	6,106	4,878			1,228	731
								732
8,429	9,535		8,429	3,184			5,245	733
42,778	50,290		42,778	29,881			12,897	734
24,391	19,832	10,987	35,378	75,855			40,477	735
15,374	37,982	680	16,054	132,666			116,612	736
76,656	⁸ 37,309	184,965	108,309	779,708	157,250	⁸ 146,250	828,649	531
5,698	5,252	9,101	14,799	15,103			304	737
630	592		630				630	738
754	12,948	1,633	879	1,721			842	739
16,291	9,365		16,291	10,213			26,504	740
18,303	17,414		18,303	5,532			12,771	741
118,904	86,291		118,904	93,407			25,497	742
63,455		⁸ 9,168	⁸ 54,287	⁸ 416,413			⁸ 470,700	562
1,341,618	⁹ 1,338,823	⁸ 43,612	⁸ 1,385,230	⁸ 1,367,185			⁸ 18,045	563
16,754	21,677		16,754	3,730			13,024	743
139,194	⁴ 1,056,964	19,825	159,019	134,840			24,179	744
1,745,492	(¹⁰)	52,629	1,798,121	1,124,464	110,000		563,657	745
970,570		38,694	1,009,264	1,009,264				746
19,587	24,245	2,159	21,746	89,632			67,886	747
6,221	3,055		6,221				6,221	748
9,500	9,112		9,500	172			9,328	749
7,947	3,709		7,947	58,553			66,500	750
820,460	916,962	139,777	960,237	828,866			131,371	751
5,633	10,356		5,633	20,179			14,546	752

¹ Items in bold-faced type indicate deficits.

² Includes \$2,503,651, taxes.

³ Report not filed.

⁴ Figures from report of Receiver.

⁵ Debit item.

⁶ Filed no report.

⁷ Figures from report of Receiver for eight months ending June 30, 1896.

⁸ Group figures assigned by this office.

⁹ Figures from report of Receivers of Northern Pacific R. R.

¹⁰ Financial report filed.

GROUP X.

INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING
DIVIDENDS—

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earnings from operation.	
			<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
753	San Bernardino, Arrowh. & Waterman Ry. ¹	6.75	-----	-----	² 1,264	987
754	San Diego, Cuyamaca & En. Ry.	25.37	14,883	26,273	41,206	30,588
755	San Diego, Pac. B. & La Jolla Ry.	13.54	8,052	2,155	10,263	15,216
756	San Fran. & N. Pac. Ry.	165.32	398,255	326,751	737,095	462,103
757	San Pete Vy. Ry.	51.00	7,992	13,133	21,125	21,161
758	S. Fe, Prescott & Phoenix Ry. ...	197.60	137,103	456,260	606,241	313,064
759	Seattle & Internat. Ry.	168.25	82,102	191,863	281,141	219,816
760	Seattle & Nn. Ry.	33.89	8,885	14,018	26,604	22,805
761	Seattle Warehouse & Term. Co. ³	-----	-----	-----	-----	-----
694	Sn. Pac. Co. ⁴ [Pacific System.]	4,967.17	11,574,093	19,155,265	31,174,865	19,673,812
762	Spokane Falls & Nn. Ry.	140.60	275,018	296,988	572,006	272,619
763	Col. & Red Mtn. Ry. ⁵	7.47	8,215	19,423	27,638	22,948
764	Sumpter Vy. Ry.	37.00	12,919	36,116	50,153	47,279
606	Un. Pac. Ry. : ⁶	-----	-----	-----	-----	-----
765	Echo & Park Cy. Ry. ⁷	30.19	10,477	71,127	82,228	50,338
766	Oregon S. Line & Utah Nn. Ry. ⁸	-----	1,033,709	2,909,828	4,011,309	2,455,652
767	Utah Cent. Ry. ⁷	32.00	36,834	34,100	70,997	50,688
768	Vancouver, Klickitat & Yakima R. R.	15.00	-----	-----	² 4,218	2,885
769	Va. & Truckee R. R.	52.20	63,342	118,610	182,642	155,847
770	Visalia & Tulare R. R.	11.50	6,942	1,832	8,785	6,529
771	Wash. & Col. Riv. Ry.	162.73	32,223	179,425	213,259	122,601
772	Yreka, R. R.	7.50	7,892	5,781	13,673	5,838

¹ Report for seven months ending June 30, 1897.² Unclassified.³ No income account reported.⁴ See page 66, No. 694 for totals covering entire road.⁵ Report for period, December 19, 1896 to June 30, 1897.⁶ Inserted to show relation of two roads following.⁷ Report of Receivers.⁸ Report of Receivers for period, July 1, 1896 to March 15, 1897. Reorganized as Oregon Short Line R. R.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS AND Continued.

7	8	9	10	11	12	13	14	
NET EARNINGS. ¹		Income from other sources.	Total income (net earnings and income from other sources). ¹	Total deductions from income.	DIVIDENDS.		Surplus from operations of year. ¹	No.
1897.	1896.				1897.	1896.		
<i>Dollars.</i> 277	<i>Dollars.</i> (²)	<i>Dollars.</i> -----	<i>Dollars.</i> 277	<i>Dollars.</i> -----	<i>Dollars.</i> -----	<i>Dollars.</i> (²)	<i>Dollars.</i> 277	
10,618	11,510	-----	10,618	35,631	-----	-----	25,013	754
4,953	3,724	221	4,732	6,244	-----	-----	10,976	755
274,992	270,080	-----	274,992	³ 264,782	30,000	60,000	19,790	756
36	9,281	-----	36	32,223	-----	-----	32,259	757
293,177	268,148	49,947	343,124	338,321	-----	-----	4,803	758
61,325	⁴ 95,312	1,672	62,997	31,839	-----	-----	31,158	759
3,799	21,073	2,101	5,900	5,698	-----	-----	202	760
-----	-----	-----	-----	-----	-----	-----	-----	761
11,501,053	11,269,812	829,696	12,330,749	11,802,244	-----	-----	528,505	694
299,387	217,747	-----	299,387	-----	-----	-----	299,387	762
4,690	(²)	-----	4,690	-----	-----	(²)	4,690	763
2,874	9,889	-----	2,874	9,000	-----	-----	6,126	764
-----	-----	-----	-----	-----	-----	-----	-----	606
31,890	⁵ 29,662	1,863	33,753	32,673	-----	-----	1,080	765
1,555,657	2,788,539	81,842	1,637,499	2,228,544	-----	-----	591,045	766
20,309	⁵ 22,663	-----	20,309	9,104	-----	-----	11,205	767
1,333	(⁶)	-----	1,333	5,573	-----	-----	4,240	768
26,795	33,739	-----	26,795	11,062	-----	-----	15,733	769
2,256	2,091	-----	2,256	5,268	-----	-----	3,012	770
90,658	89,849	2,305	92,963	123,071	-----	-----	30,108	771
7,835	5,897	-----	7,835	4,724	-----	-----	3,111	772

¹ Items in bold-faced type indicate deficits.

² Filed no report.

³ Includes \$25,000, "other payments from net income."

⁴ Figures from report of Receivers. Reorganized as Seattle and International Ry., June 30, 1896.

⁵ Figures from report of Receivers.

⁶ Report not filed.

SUPPLEMENT.—INCOME ACCOUNT OF RAILWAYS FOR THE YEAR ENDING
AND DIVIDENDS—

[Showing totaled figures for certain

No.	1	2	3	4	5	6
	Abbreviated name of road.	Total mileage operated.	EARNINGS.			Operating expenses.
			Passenger.	Freight.	Total gross, including other earn- ings from operation.	
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
13	Canadian Pac. Ry.	¹ 6,547.16	6,430,792	13,609,713	21,242,639	12,440,454
54	Balt. & Ohio R. R. ²	2,672.88	6,520,692	19,061,430	25,582,122	20,214,736
228	Balt. & Ohio S. Wn. Ry. ³	921.91	2,096,886	3,842,196	6,140,000	4,257,304
98	Erie R. R. ⁴	1,855.36	6,398,540	21,826,632	29,051,010	20,281,353
252	Clev., Cin., Chic. & St. L. Ry. ⁵ ..	1,893.62	4,577,642	8,254,873	13,117,111	9,481,876
255	Peoria & En. Ry. ⁶	350.41	533,345	1,095,742	1,631,103	1,227,633
273	Ind., Dec. & Wn. Ry. ⁷	152.51	162,284	293,411	455,695	300,684
274	Ind., Ill. & Io. R. R. ⁸	189.94	61,920	672,032	738,259	543,211
321	Tol. & Ohio Cent. Ry. ⁹ ..					
322	Kanawha & Mich. Ry. ¹⁰	171.50	125,526	337,190	479,488	361,670
299	Norf. & Wn. Ry. ¹¹	1,569.28	1,741,898	8,695,633	10,537,723	7,572,517
317	T. Haute & Indpls. R. R. ¹²	652.07	1,362,578	2,258,240	3,646,538	3,009,372
324	Tol., St. L. & Kans. Cy. R. R. ¹³ ..	450.72	407,145	1,824,857	2,232,002	1,761,778
327	Wabash R. R. ¹⁴	1,979.60	3,741,200	7,785,588	11,608,830	8,129,152
347	Ches. & Ohio Ry. ¹⁵	1,453.30	2,237,857	8,389,374	10,712,183	7,232,470
378	Southern Ry. ¹⁶	4,827.22	6,487,788	12,386,901	19,050,096	12,568,161
426	Ill. Cent. R. R. ¹⁷	3,130.21	5,515,131	15,184,847	22,110,937	14,683,944
442	Louisv. & Nashv. R. R. ¹⁸	3,147.25	5,492,253	14,888,810	20,692,665	14,077,777
452	Mobile & Ohio R. R. ¹⁹	687.60	714,952	2,838,924	3,582,158	2,474,001
482	Atch., Top. & S. Fe Ry. ²⁰	4,542.76	5,491,062	16,597,395	22,338,141	16,255,055
614	Atl. & Pac. R. R. ²¹	943.51	1,020,653	2,671,183	3,711,303	2,908,024
500	Chic., Burl. & Quin. R. R. ²²	5,859.70	7,552,878	18,233,745	26,633,741	15,764,488
515	Chic., R. I. & Pac. Ry. ²³	3,571.41	4,908,264	11,380,829	16,728,685	10,999,360
516	Chic., St. P., Minneap. & Om. Ry. ²⁴	1,492.23	2,044,977	6,010,280	8,099,801	4,847,886
531	Gt. Nn. Ry. ²⁵	3,825.92	2,769,089	11,977,531	15,043,786	8,173,890
562	Nn. Pac. R. R. ²⁶		924,335	2,499,958	3,519,524	3,246,236
563	Nn. Pac. Ry. ²⁷	²⁸ 4,527.58	3,561,254	10,967,029	14,941,818	9,155,873
606	Un. Pac. Ry. ²⁹	1,822.29	3,747,956	10,652,761	14,944,477	9,443,156
643	Mo., Kans. & Tex. Ry. ³⁰	2,197.21	2,339,033	9,107,207	11,478,315	8,081,521
694	Sn. Pac. Co. ³¹	5,414.02	12,531,277	22,174,913	35,314,335	22,139,813

¹ Includes 6,314.36 miles outside the United States.² Report of Receivers. Lies in Groups II, III, and IV. See pages 22, 30, and 36, No. 54.³ Lies in Groups III and VI. See pages 30 and 46, No. 228.⁴ Lies in Groups II and III. See pages 24 and 32, No. 98.⁵ Lies in Groups III and VI. See pages 30 and 48, No. 252.⁶ Lies in Groups III and VI. See pages 30 and 48, No. 255.⁷ Lies in Groups III and VI. See pages 32 and 48, No. 273.⁸ Lies in Groups III and VI. See pages 32 and 48, No. 274.⁹ Inserted to show relation of road following.¹⁰ Lies in Groups III and IV. See pages 34 and 38, No. 322.¹¹ Lies in Groups III and IV. See pages 32 and 36, No. 299.¹² Report of Receiver. Lies in Groups III and VI. See pages 34 and 52, No. 317.¹³ Report of Receiver. Lies in Groups III and VI. See pages 34 and 52, No. 324.¹⁴ Lies in Groups III and VI. See pages 34 and 52, No. 327.¹⁵ Lies in Groups IV and V. See pages 36 and 40, No. 347.¹⁶ Lies in Groups IV and V. See pages 38 and 44, No. 378.¹⁷ Lies in Groups V and VI. See pages 42 and 48, No. 426.¹⁸ Lies in Groups V and VI. See pages 42 and 50, No. 442.¹⁹ Lies in Groups V and VI. See pages 42 and 50, No. 452.²⁰ Lies in Groups VI, VIII, IX, and X. See pages 46, 56, 60 and 62, No. 482.²¹ Report of Receiver. Lies in Groups VIII and X. See pages 56 and 62, No. 614.²² Lies in Groups VI and VII. See pages 46 and 54, No. 500.²³ Lies in Groups VI and VIII. See pages 48 and 56, No. 515.²⁴ Lies in Groups VI and VII. See pages 48 and 54, No. 516.²⁵ Lies in Groups VI, VII, and X. See pages 48, 54, and 62, No. 531.²⁶ Report of Receivers for two months ending August 31, 1896. Reorganized as Northern Pacific Ry. Lies in Groups VI, VII, and X. See pages 50, 54, and 62, No. 562.²⁷ Report for ten months ending June 30, 1897.²⁸ Includes 265.11 miles outside the United States.²⁹ Lies in Groups VII and VIII. See pages 54 and 58, No. 606.³⁰ Lies in Groups VIII and IX. See pages 56 and 60, No. 643.³¹ Lies in Groups IX and X. See pages 60 and 64, No. 694.

JUNE 30, 1897, INCLUDING COMPARATIVE STATEMENT OF NET EARNINGS
Continued.

roads lying in more than one group.]

7	8	9	10	11	12	13	14	
NET EARNINGS.		Income from other sources.	Total income (net earnings and income from other sources).	Total deductions from income.	DIVIDENDS.		Surplus from operations of year. ¹	No.
1897.	1896.				1897.	1896.		
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
8,802,185	8,155,398	379,361	9,181,546	7,097,968	1,620,266	1,231,960	463,312	13
5,367,386	² 6,176,434	729,386	6,096,772	7,273,893	.....	² 150,000	1,177,121	54
1,882,696	2,170,070	2,750	1,885,446	2,154,792	.....	.....	269,346	228
8,769,657	³ 2,876,610 ⁴ 4,446,978	238,858	9,008,515	8,656,496	.....	.....	352,019	98
3,635,235	3,788,293	156,791	3,792,026	3,463,719	375,000	500,000	46,693	252
403,470	528,166	.....	403,470	514,743	.....	.....	111,273	255
155,011	157,610	.....	155,011	127,200	27,360	13,680	451	273
195,048	234,049	30	195,078	108,399	.....	.....	86,679	274
.....	.....	.....	.....	.....	.....	.....	.....	321
117,818	114,150	1,517	119,335	122,482	.....	.....	3,147	322
2,965,206	² 2,682,572	16,182	2,981,388	2,698,039	.....	.....	283,349	299
637,166	566,967	.....	637,166	906,270	.....	.....	269,104	317
470,224	⁵ 442,137	.....	470,224	630,000	.....	.....	159,776	324
3,479,678	3,208,302	113,304	3,592,982	3,564,650	.....	.....	28,332	327
3,479,713	3,384,002	216,988	3,696,701	3,557,458	.....	.....	139,243	347
6,481,935	6,214,860	286,833	6,768,768	6,322,848	543,000	.....	97,080	378
7,426,993	8,091,925	2,588,249	10,015,242	7,336,691	2,625,000	2,562,500	53,551	426
6,614,888	6,940,935	1,449,594	8,064,482	7,235,978	.....	.....	828,504	442
1,108,157	1,154,482	290,600	1,398,757	1,379,438	.....	.....	19,319	452
6,083,086	⁶ 5,620,966	1,206,510	7,289,596	5,837,150	.....	.....	1,452,446	482
803,279	⁵ 522,051	⁷ 13,370	789,909	415,765	.....	.....	374,144	614
10,869,253	9,599,910	2,367,383	13,236,636	8,586,507	3,280,112	3,280,109	1,370,017	500
5,729,325	5,621,482	419,025	6,148,350	4,599,761	923,116	923,116	625,473	515
.....								
3,251,915	3,089,507	103,420	3,355,335	1,766,826	1,158,958	787,976	429,551	516
6,869,896	7,446,293	1,470,306	8,340,202	5,882,935	1,250,000	1,250,000	1,207,267	531
273,288	⁸ 7,842,580	53,676	326,964	1,979,184	.....	.....	1,652,220	562
5,785,945	.....	255,341	6,041,286	5,539,228	.....	.....	502,058	563
5,501,321	² 5,317,406	260,558	5,761,879	7,937,084	.....	.....	2,175,205	606
3,396,794	3,344,639	137,000	3,533,794	3,683,147	.....	.....	149,353	643
13,174,522	12,750,833	1,214,746	14,389,268	13,260,512	.....	.....	1,128,756	694

¹ Items in bold-faced type indicate deficits.² Figures from report of Receivers.³ Figures from report of Receivers of New York, Lake Erie and Western R. R. for five months ending November 30, 1895. Reorganized as Erie R. R.⁴ Figures cover seven months ending June 30, 1896.⁵ Figures from report of Receiver.⁶ Includes operations of Atchison, Topeka and Santa Fe R. R. under Receivership for six months ending December 31, 1895.⁷ Debit item.⁸ Figures from report of Receivers of Northern Pacific R. R.

EXPLANATORY NOTE.

In using the "Index to Railways," notice that, following the names, there are Roman and Arabic numerals, which refer, respectively, to the groups and to the running numbers as used throughout this report, thus making it possible to locate any railway at once on the page to which reference is made.

INDEX TO RAILWAYS.

	Page.		Page.
Abbeville and Waycross R. R. (V, 421) ...	40	Belt R. R. of San Francisco (X, 723)	62
Abbeville Southern Ry. (V, 462)	42	Belt Ry. of Chicago (VI, 483)	46
Abbotsford and Northeastern R. R. (VI, 479)	46	Bennington and Rutland Ry. (I, 3)	18
Aberdeen and Asheboro R. R. (IV, 331) ...	36	Berkeley Springs and Potomac R. R. (II, 56)	22
Aberdeen and Rockfish R. R. (IV, 332) ...	36	Berlin Branch R. R. (II, 216)	28
Addison and Pennsylvania Ry. (II, 45) ...	22	Big Falls Ry. (VI, 484)	46
Addyston and Ohio River R. R. (III, 224) ..	30	Big Stony Ry. (IV, 337)	36
Adirondack Ry. (II, 88)	22	Birmingham and Atlantic R. R. (V, 394) ..	40
Ahnapee and Western Ry. (VI, 480)	46	Birmingham, Selma and New Orleans Ry. (V, 395)	40
Alabama and Vicksburg Ry. (V, 389)	40	Black Hills and Fort Pierre R. R. (VII, 595)	54
Alabama Great Southern R. R. (V, 472) ...	44	Blakely R. R. (X, 724)	62
Alabama Midland Ry. (V, 463)	42	Bloomsburg and Sullivan R. R. (II, 62) ...	22
Albany and Northern Ry. (V, 390)	40	Blue Ridge R. R. (IV, 338)	36
Albia and Centerville Ry. (VI, 540)	48	Blue Ridge and Atlantic R. R. (V, 396) ...	40
Allegheny and Kinzua R. R. (II, 47)	22	Boise, Nampa and Owyhee Ry. (X, 725) ...	62
Allegheny Valley Ry. (II, 165)	26	Boston and Albany R. R. (I, 4)	18
Alliance and Northern R. R. (III, 225) ...	30	Boston and Maine R. R. (I, 5)	18
Altoona and Philipsburg Connecting R. R. (II, 48)	22	Boyne City and Southeastern R. R. (III, 235)	30
Ames and College Ry. (VI, 481)	46	Bradford and Western Pennsylvania R. R. (II, 63)	22
Ann Arbor R. R. (III, 226)	30	Bradford, Bordell and Kinzua Ry. (II, 64) ..	22
Annapolis, Washington and Baltimore R. R. (II, 49)	22	Brainerd and Northern Minnesota Ry. (VI, 485)	46
Arcadia and Betsey River Ry. (III, 227) ..	30	Bridgeton and Saco River R. R. (I, 12)	18
Arcata and Mad River R. R. (X, 717)	62	Brighton and Boulder Branch R. R. (VII, 607)	54
Arizona and New Mexico Ry. (X, 718)	62	Bristol, Elizabethton and North Carolina Ry. (V, 397)	40
Arizona and Southeastern R. R. (X, 719) ..	62	Brownstone and Middletown R. R. (II, 65) ..	22
Arkansas and Choctaw Ry. (VIII, 612) ...	56	Brunswick and Western R. R. (V, 464) ...	42
Arkansas and Louisiana Ry. (VIII, 647) ..	56	Bucksport and Elk River R. R. (X, 726) ..	62
Arkansas Midland R. R. (VIII, 613)	56	Buffalo and Susquehanna R. R. (II, 66) ...	22
Atchison, Topeka and Santa Fe Ry. (VI, VIII, IX, X, 482)	46, 56, 60, 62, 66	Buffalo, Attica and Arcade R. R. (II, 67) ..	22
Atlanta and West Point R. R. (V, 391) ...	40	Buffalo, Rochester and Pittsburgh Ry. (II, 68)	22
Atlanta, Knoxville and Northern Ry. (V, 392)	40	Buffalo, Saint Mary's and Southwestern R. R. (II, 69)	22
Atlantic and Danville Ry. (IV, 333)	36	Burlington and Northwestern Ry. (VI, 501)	46
Atlantic and Pacific R. R. (VIII, X, 614) ..	56, 62, 66	Burlington and Western Ry. (VI, 502) ...	46
Atlantic and Saint Lawrence R. R. (I, 21) ..	20	Burlington, Cedar Rapids and Northern Ry. (VI, 486)	46
Atlantic City R. R. (II, 176)	26	Burnside and Cumberland River Ry. (V, 398)	40
Atlantic Coast Line Association (IV, 334) ..	36	Butte, Anaconda and Pacific Ry. (VII, 596) ..	54
Augusta and Summerville R. R. (V, 393) ..	40	Caldwell and Northern R. R. (IV, 339)	36
Augusta Southern R. R. (V, 471)	44	California Eastern Ry. (X, 727)	62
Austin and Northwestern R. R. (IX, 695) ..	60	Camden County R. R. (II, 177)	26
Bachman Valley R. R. (II, 50)	22	Cammal and Black Forest Ry. (II, 70)	22
Baltimore and Annapolis Short Line R. R. (II, 51)	22	Canadian Pacific Ry. (I, 13)	20, 46, 66
Baltimore and Delaware Bay R. R. (II, 52) ..	22	Cape Fear and Yadkin Valley Ry. (IV, 340)	36
Baltimore and Harrisburg Ry. (II, 215) ...	28	Carbon Cut Off Ry. (VII, 608)	54
Baltimore and Lehigh Ry. (II, 53)	22	Carolina and Cumberland Gap Ry. (IV, 341)	36
Baltimore and Ohio R. R. (II, III, IV, 54) ..	22, 30, 36, 46, 66	Carolina and Northwestern Ry. (IV, 342) ..	36
Baltimore and Ohio Southwestern Ry. (III, VI, 228)	30, 46, 66	Carolina Central R. R. (IV, 371)	38
Bangor and Aroostook R. R. (I, 1)	18	Carolina Midland Ry. (IV, 343)	36
Bangor and Portland Ry. (II, 59)	22	Carrabelle, Tallahassee and Georgia R. R. (V, 399)	40
Barberton Belt Line R. R. (III, 232)	30	Carson and Colorado Ry. (X, 728)	62
Barclay R. R. (II, 60)	22	Carthage R. R. (IV, 344)	36
Bare Rock R. R. (II, 61)	22	Cassville and Western Ry. (VIII, 617) ...	56
Barre R. R. (I, 2)	18		
Bay Ridge and Annapolis R. R. (II, 55) ...	22		
Bedford Belt Ry. (III, 233)	30		
Beech Creek R. R. (II, 149)	26		
Bellaire, Zanesville and Cincinnati Ry. (III, 234)	30		
Bellingham Bay and British Columbia R. R. (X, 722)	62		

	Page.		Page.
Catasauqua and Fogelsville R. R. (II, 71) .	22	Cincinnati, Georgetown and Portsmouth R. R. (III, 242) .	30
Catskill Mountain Ry. (II, 72) .	22	Cincinnati, Hamilton and Dayton Ry. (III, 243) .	30
Central Branch Union Pacific R. R. (VIII, 645) .	56	Cincinnati, Hamilton and Indianapolis R. R. (III, 244) .	30
Central New York and Western R. R. (II, 73) .	22	Cincinnati, Jackson and Mackinaw Ry. (III, 245) .	30
Central of Georgia Ry. (V, 400) .	40	Cincinnati, Lebanon and Northern Ry. (III, 246) .	30
Central Pennsylvania and Western R. R. (II, 74) .	22	Cincinnati, New Orleans and Texas Pacific Ry. (V, 405) .	40
Central R. R. of New Jersey (II, 75) .	22	Cincinnati Northwestern Ry. (III, 247) .	30
Central R. R. of Pennsylvania (II, 76) .	22	Cincinnati, Portsmouth and Virginia R. R. (III, 248) .	30
Central Texas and Northwestern Ry. (IX, 696) .	60	Cincinnati, Saginaw and Mackinaw R. R. (III, 268) .	32
Central Union Depot and Ry. Co. of Cincinnati (III, 236) .	30	Clarendon and Pittsford R. R. (I, 16) .	20
Central Vermont R. R. (I, 15) .	20, 22	Clarion River Ry. (II, 80) .	22
Central Washington R. R. (X, 729) .	62	Cleveland and Marietta Ry. (III, 304) .	34
Centralia and Chester R. R. (VI, 491) .	46	Cleveland, Akron and Columbus Ry. (III, 249) .	30
Chambersburg and Gettysburg R. R. (II, 78) .	22	Cleveland, Belt and Terminal R. R. (III, 250) .	30
Charleston and Savannah Ry. (IV, 368) .	38	Cleveland, Canton and Southern R. R. (III, 251) .	30
Charleston and Western Carolina Ry. (IV, 345) .	36	Cleveland, Cincinnati, Chicago and Saint Louis Ry. (III, VI, 252) .	30, 48, 66
Charleston, Clendennin and Sutton R. R. (IV, 346) .	36	Cleveland, Lorain and Wheeling Ry. (III, 256) .	30
Chateaugay R. R. (II, 79) .	22	Cleveland Terminal and Valley R. R. (III, 229) .	30
Chattanooga, Rome and Columbus R. R. (V, 401) .	40	Collins and Reidsville R. R. (V, 406) .	40
Chattanooga Southern R. R. (V, 402) .	40	Colorado Midland R. R. (VIII, 620) .	56
Chesapeake and Nashville Ry. (V, 403) .	40	Columbia and Puget Sound R. R. (X, 730) .	62
Chesapeake and Ohio Ry. (IV, V, 347) .	36, 40, 66	Columbia and Red Mountain Ry. (X, 763) .	64
Chesapeake and Western R. R. (IV, 348) .	36	Columbia, Newberry and Laurens R. R. (IV, 335) .	36
Chesapeake, Ohio and Southwestern R. R. (V, 427) .	42	Columbus, Hocking Valley and Toledo Ry. (III, 257) .	30
Chester and Delaware River R. R. (II, 179) .	26	Colusa and Lake R. R. (X, 731) .	62
Chicago and Alton R. R. (VI, 492) .	46	Connecting Terminal R. R. (II, 81) .	22
Chicago and Atchison Bridge Co. (VIII, 618) .	56	Cooperstown and Charlotte Valley R. R. (II, 82) .	22
Chicago and Calumet Terminal Ry. (VI, 493) .	46	Coos Bay, Roseburg and Eastern R. R. and Navigation Co. (X, 732) .	62
Chicago and Eastern Illinois Ry. (VI, 494) .	46	Cornwall R. R. (II, 83) .	22
Chicago and Erie R. R. (III, 261) .	32	Cornwall and Lebanon R. R. (II, 84) .	22
Chicago and Grand Trunk Ry. (III, 267) .	32	Coronado R. R. (X, 733) .	62
Chicago and Illinois Southern Ry. (VI, 495) .	46	Coudersport and Port Allegany R. R. (II, 85) .	22
Chicago and Northern Pacific R. R. (VI, 496) .	46	Crawford and Manistee River Ry. (III, 258) .	30
Chicago and Northwestern Ry. (VI, 497) .	46, 54	Crooked Creek R. R. and Coal Co. (VI, 519) .	48
Chicago and South Bend R. R. (III, 237) .	30	Crystal Ry. (VIII, 621) .	56
Chicago and Texas R. R. (VI, 499) .	46	Cumberland and Pennsylvania R. R. (II, 86) .	22
Chicago and West Michigan Ry. (III, 238) .	30	Cumberland River and Tennessee R. R. (V, 407) .	40
Chicago, Burlington and Kansas City Ry. (VI, 503) .	46	Cumberland Valley R. R. (II, 166) .	26
Chicago, Burlington and Northern R. R. of Wisconsin and Minnesota (VI, 504) .	46	Current River R. R. (VIII, 630) .	56
Chicago, Burlington and Quincy R. R. (VI, VII, 500) .	46, 54, 66	Danville and Western Ry. (IV, 379) .	38
Chicago, Detroit and Canada Grand Trunk Junction Ry. (III, 269) .	32	Dardanelle and Russellville Ry. (VIII, 622) .	56
Chicago, Fort Madison and Des Moines Ry. (VI, 508) .	46	Dayton and Union R. R. (III, 253) .	30
Chicago Great Western Ry. (VI, 509) .	46	Dayton, Lebanon and Cincinnati R. R. (III, 259) .	30
Chicago, Hammond and Western R. R. (VI, 510) .	46	DeKalb and Red River R. R. (IX, 674) .	60
Chicago, Iowa and Dakota Ry. (VI, 511) .	46	Delaware and Hudson Canal Co. (II, 87) .	22
Chicago, Lake Shore and Eastern Ry. (VI, 512) .	46	Delaware, Lackawanna and Western R. R. (II, 89) .	22
Chicago, Milwaukee and Saint Paul Ry. (VI, 513) .	46	Delaware River R. R. (II, 95) .	22
Chicago, Peoria and Saint Louis R. R. of Illinois (VI, 514) .	46	Delaware, Susquehanna and Schuylkill R. R. (II, 96) .	24
Chicago, Rock Island and Pacific Ry. (VI, VIII, 515) .	48, 56, 60, 66	Denver and Rio Grande R. R. (VIII, 623) .	56
Chicago, Rock Island and Texas Ry. (IX, 673) .	60	Denver, Lakewood and Golden R. R. (VIII, 624) .	56
Chicago, Saint Paul, Minneapolis and Omaha Ry. (VI, VII, 516) .	48, 54, 66	Denver, Leadville and Gunnison Ry. (VIII, 663) .	58
Chickamauga and Durham R. R. (V, 404) .	40	Des Moines and Kansas City Ry. (VI, 545) .	48
Chippewa River and Menomonie Ry. (VI, 517) .	48	Des Moines, Northern and Western R. R. (VI, 520) .	48
Choctaw, Oklahoma and Gulf R. R. (VIII, 619) .	56	Des Moines Union Ry. (VI, 521) .	48
Cincinnati and Muskingum Valley Ry. (III, 303) .	32	Detroit, Grand Haven and Milwaukee Ry. (III, 270) .	32
Cincinnati and Westwood R. R. (III, 241) .	30		

	Page.		Page.
Detroit, Grand Rapids and Western R. R. (III, 239)	30	Georges Creek and Cumberland R. R. (II, 105)	24
Detroit, Lansing and Northern R. R. (III, 240)	30	Georges Valley R. R. (I, 18)	20
Dover and Statesboro R. R. (V, 408)	40	Georgetown and Western R. R. (IV, 352)	36
Drummond and Southwestern Ry. (VI, 522)	48	Georgia R. R. (V, 416)	40
Dry Fork R. R. (IV, 349)	36	Georgia and Alabama Ry. (V, 420)	40
Duluth and Iron Range R. R. (VI, 523)	48	Georgia, Carolina and Northern Ry. (IV, 374)	38
Duluth, Missabe and Northern Ry. (VI, 524)	48	Georgia Southern and Florida Ry. (V, 422)	40
Duluth, Mississippi River and Northern R. R. (VI, 525)	48	Gettysburg and Harrisburg Ry. (II, 180)	26
Duluth, Red Wing and Southern R. R. (VI, 526)	48	Glenn Springs R. R. (IV, 353)	36
Duluth, South Shore and Atlantic Ry. (VI, 487)	46	Grafton and Upton R. R. (I, 19)	20
Duluth, Superior and Western Ry. (VI, 527)	48	Grand Rapids and Indiana Ry. (III, 305)	34
Duluth Terminal Ry. (VI, 534)	48	Grand Trunk Ry. (I, 20)	20, 24, 32
Duluth, Watertown and Pacific Ry. (VI, 532)	48	Grays Run R. R. (II, 108)	24
Dunkirk, Allegheny Valley and Pittsburg R. R. (III, 298)	32	Great Falls and Canada Ry. (VII, 598)	54
Durham and Northern Ry. (IV, 373)	38	Great Northern Ry. (VI, VII, X, 531)	48, 54, 62, 66
East and West R. R. (V, 409)	40	Green Bay and Western R. R. (VI, 536)	48
East Louisiana R. R. (IX, 675)	60	Green Pond, Walterboro and Branchville Ry. (IV, 369)	38
East Saint Louis and Carondelet Ry. (VI, 586)	52	Greenlick Ry. (II, 109)	24
East Saint Louis Connecting Ry. (VI, 528)	48	Greenwich and Johnsonville Ry. (II, 110)	24
East Shore Terminal Co. (IV, 350)	36	Gulf and Chicago R. R. (V, 423)	40
East Tennessee and Western North Carolina R. R. (V, 410)	40	Gulf and Ship Island R. R. (V, 424)	40
Eastern Kentucky Ry. (V, 411)	40	Gulf, Beaumont and Kansas City Ry. (IX, 678)	60
Eastern Ohio R. R. (III, 230)	30	Gulf, Colorado and Santa Fe Ry. (IX, 672)	60
Eastern Ry. of Minnesota (VI, 533)	48	Gulf, Western Texas and Pacific Ry. (IX, 698)	60
Echo and Park City Ry. (X, 765)	61	Hamilton and Kingston R. R. (VIII, 626)	56
Eel River and Eureka R. R. (X, 734)	62	Hancock and Calumet R. R. (VI, 489)	46
Egypt Ry. (IV, 365)	36	Hannibal and Saint Joseph R. R. (VI, 505)	46
El Paso Northern Ry. (IX, 705)	60	Hanover and Newport R. R. (II, 90)	22
Elgin, Joliet and Eastern Ry. (VI, 529)	48	Hardwick and Woodbury R. R. (I, 23)	20
Elkhart and Western R. R. (III, 260)	30	Harriman and Northeastern R. R. (V, 425)	40
Ellwood Connecting R. R. (III, 286)	32	Hazelhurst and Southeastern Ry. (VI, 538)	48
Emporium and Rich Valley R. R. (II, 97)	24	Hearne and Brazos Valley R. R. (IX, 679)	60
Erie R. R. (II, 111, 98)	24, 32, 66	Henderson Bridge Co. (V, 443)	42
Erie and Wyoming Valley R. R. (II, 100)	24	Hodgenville and Elizabethtown Ry. (V, 428)	42
Eureka and Palisade R. R. (X, 735)	62	Hoosac Tunnel and Wilmington R. R. (I, 24)	20
Eureka Springs Ry. (VIII, 625)	56	Hopatcong R. R. (II, 91)	22
Evansville and Indianapolis R. R. (III, 263)	32	Houston and Texas Central R. R. (IX, 699)	60
Evansville and Richmond R. R. (III, 264)	32	Houston, East and West Texas Ry. (IX, 680)	60
Evansville and Terre Haute R. R. (III, 262)	32	Hunters Run and Slate Belt R. R. (II, 111)	24
Everett and Monte Cristo Ry. (X, 736)	62	Hutchinson and Southern R. R. (VIII, 627)	56
Fall Brook Ry. (II, 101)	24	Illinois Central R. R. (V, VI, 426)	42, 48, 66
Falls Creek R. R. (II, 102)	24	Illwaco Ry. and Navigation Co. (X, 737)	62
Farmville and Powhatan R. R. (IV, 351)	36	Independence and Monmouth Ry. (X, 738)	62
Findlay, Fort Wayne and Western Ry. (III, 265)	32	Indiana, Decatur and Western Ry. (III, VI, 273)	32, 48, 66
Fitchburg R. R. (I, 17)	20	Indiana, Illinois and Iowa R. R. (III, VI, 274)	32, 48, 66
Flint and Pere Marquette R. R. (III, 266)	32	Indiana Northern Ry. (III, 275)	32
Florida Central and Peninsular R. R. (V, 412)	40	Indianapolis Union Ry. (III, 276)	32
Florida East Coast Ry. (V, 413)	40	International and Great Northern R. R. (IX, 681)	60
Florida Southern R. R. (V, 465)	42	Iola and Northern R. R. (VI, 537)	48
Fonda, Johnstown and Gloversville R. R. (II, 103)	24	Iowa Central Ry. (VI, 539)	48
Fort White and Southern Ry. (V, 414)	40	Iowa Northern Ry. (VI, 541)	48
Fort Worth and Denver City Ry. (IX, 711)	60	Inon Ry. (III, 277)	32
Fort Worth and New Orleans Ry. (IX, 700)	60	Ironton R. R. (II, 112)	24
Fort Worth and Rio Grande Ry. (IX, 676)	60	Ivorydale and Mill Creek Valley Ry. (III, 278)	32
Fremont, Elkhorn and Missouri Valley R. R. (VII, 597)	54	Jacksonville, Tampa, and Key West Ry. (V, 434)	42
Fulton County Narrow Gauge Ry. (VI, 530)	48	Jacksonville Terminal Co. (V, 435)	42
Gainesville and Gulf Ry. (V, 415)	40	Jamestown and Lake Erie Ry. (III, 279)	32
Gainesville, Jefferson and Southern R. R. (V, 417)	40	Junction R. R. (of Philadelphia) (II, 167)	26
Galveston, Harrisburg and San Antonio Ry. (IX, 697)	60	Junction City and Fort Kearney Ry. (VIII, 664)	58
Galveston, Houston and Henderson R. R. of 1882 (IX, 677)	60	Kaaterskill R. R. (II, 209)	28
Genesee and Wyoming Valley Ry. (II, 104)	24	Kanawha and Michigan Ry. (III, IV, 322)	34, 38, 66
		Kankakee and Seneca Ry. (VI, 518)	48
		Kanona and Prattsburg R. R. (II, 113)	24
		Kanona and Prattsburg Ry. (II, 114)	24
		Kansas Central R. R. (VIII, 665)	58
		Kansas City and Independence Air Line R. R. (VIII, 637)	56
		Kansas City and Memphis Ry. and Bridge Co. (VIII, 631)	56
		Kansas City and Northern Connecting R. R. (VI, 542)	48

	Page.		Page.
Kansas City and Omaha R. R. (VII, 603) ..	54	Louisville, Henderson and Saint Louis	
Kansas City and Omaha Ry. (VII, 604) ...	54	Ry. (V, 447)	42
Kansas City Belt Ry. (VIII, 628)	56	Louisville, New Albany and Chicago Ry.	
Kansas City, Clinton and Springfield Ry.		(III, 289)	32
(VIII, 632)	56	Louisville, New Albany and Corydon	
Kansas City, Fort Scott and Memphis		R. R. (III, 290)	32
R. R. (VIII, 629)	42, 56	Lowell and Hastings R. R. (III, 291)	32
Kansas City, Memphis and Birmingham		Macon and Birmingham Ry. (V, 448)	42
R. R. (V, 436)	42	Macon, Dublin and Savannah R. R. (V,	
Kansas City Northwestern R. R. (VIII,		449)	42
633)	56	Maine Central R. R. (I, 6)	18
Kansas City, Osceola and Southern Ry.		Manahawkin and Long Beach Transpor-	
(VIII, 634)	56	tation Co. (II, 133)	24
Kansas City, Pittsburg and Gulf R. R.		Manhattan, Alma and Burlingame Ry.	
(VIII, 635)	56	(VIII, 615)	56
Kansas City, Saint Joseph and Council		Manistee and Grand Rapids R. R. (III,	
Bluffs R. R. (VI, 506)	46	292)	32
Kansas City Suburban Belt R. R. (VIII,		Manistee and Northeastern R. R. (III,	
636)	56	293)	32
Kansas City, Watkins and Gulf Ry. (IX,		Manistique Ry. (VI, 551)	50
682)	60	Manitowish and Pikes Peak Ry. (VIII, 641) ..	56
Kearney and Black Hills Ry. (VII, 609) ..	54	Mansfield Ry. and Transportation Co.	
Keeseville, Ausable Chasm and Lake		(IX, 683)	60
Champlain R. R. (II, 115)	24	Marinette, Tomahawk and Western R. R.	
Kennebec Central R. R. (I, 25)	20	(VI, 552)	50
Kentucky and Indiana Bridge Co. (V, 437)	42	Marshfield and Southeastern Ry. (VI,	
Kentucky Northern Ry. (V, 438)	42	553)	50
Keokuk and Hamilton Bridge Co. (VI,		Mason and Oceana R. R. (III, 294)	32
543)	48	Mason City and Fort Dodge R. R. (VI, 554) ..	50
Keokuk and Western R. R. (VI, 544)	48	McKeesport Connecting R. R. (II, 134)	24
Ketner, Saint Mary's and Shawmut R. R.		Medix Run R. R. (II, 135)	24
(II, 116)	24	Memphis and Charleston R. R. (V, 450)	42
Keweenaw, Green Bay and Western R. R.		Michigan Air Line Ry. (III, 271)	32
(VI, 546)	50	Michigan Central R. R. (III, 295)	32
Keystone R. R. (II, 117)	24	Middletown and Cincinnati R. R. (III, 296) ..	32
Kickapoo Valley and Northern Ry. (VI,		Middletown and Hummelstown R. R. (II,	
547)	50	181)	26
Kinderhook and Hudson Ry. (II, 118)	24	Mineral Range R. R. (VI, 488)	46
Kinzua Valley R. R. (II, 218)	28	Minneapolis and Saint Louis R. R. (VI,	
Kishacoquillas Valley R. R. (II, 119)	24	555)	50
Knoxville, Cumberland Gap and Louis-		Minneapolis Eastern Ry. (VI, 558)	50
ville Ry. (V, 473)	44	Minneapolis, New Uim and Southwest-	
La Salle and Bureau County R. R. (VI,		ern R. R. (VI, 556)	50
549)	50	Minneapolis, Saint Paul and Sault Sainte	
Lackawanna and Montrose R. R. (II, 92) ..	22	Marie Ry. (VI, 490)	46
Lafayette Ry. (V, 439)	42	Minneapolis Union Ry. (VI, 559)	50
Lake Champlain and Moriah R. R. (II,		Minnesota and Wisconsin R. R. (VI, 560) ..	50
120)	24	Mississippi River and Bonne Terre Ry.	
Lake Erie and Western R. R. (III, 280)	32	(VIII, 642)	56
Lake Erie, Alliance and Southern Ry.		Missouri, Kansas and Texas Ry. (VIII,	
(III, 282)	32	IX, 643)	56, 60, 66
Lake Shore and Michigan Southern Ry.		Missouri Pacific Ry. (VIII, 644)	56
(III, 283)	32	Missouri Southern R. R. (VIII, 648)	56
Lake Superior Terminal and Transfer		Mobile and Birmingham R. R. (V, 451)	42
Ry. (VI, 548)	50	Mobile and Ohio R. R. (V, VI, 452)	42, 50, 66
Lakeside and Marblehead R. R. (III, 287) ..	32	Monongahela Connecting R. R. (II, 136) ..	24
Lancaster and Chester Ry. (IV, 354)	36	Monongahela River R. R. (II, 137)	24
Lancaster and Reading Narrow Gauge		Monson R. R. (I, 27)	20
R. R. (II, 121)	24	Montana Central Ry. (VII, 599)	54
Lancaster, Oxford and Southern R. R.		Montana Union Ry. (VII, 610)	54
(II, 122)	24	Montour R. R. (II, 138)	24
Leavenworth, Topeka and Southwestern		Montpelier and Wells River R. R. (I, 28) ..	20
Ry. (VIII, 638)	56	Montreal and Atlantic Ry. (I, 14)	20
Lehigh and Hudson River Ry. (II, 123) ..	24	Montrose Ry. (II, 139)	24
Lehigh and New England R. R. (II, 125) ..	24	Moore County R. R. (IV, 355)	36
Lehigh and Pavilion R. R. (II, 126)	24	Moshassuck Valley R. R. (I, 29)	20
Lehigh Valley R. R. (II, 127)	24	Moss Point and Pascagoula R. R. (V, 453) ..	42
Lewiston and Auburn Ry. (I, 22)	20	Mount Gilead Short Line Ry. (III, 254) ..	30
Lexington and Eastern Ry. (V, 440)	42	Mount Hope Mineral R. R. (II, 140)	24
Licking Valley Ry. (V, 441)	42	Mount Jewett and Smethport R. R. (II,	
Ligonier Valley R. R. (II, 128)	24	141)	24
Lime Rock R. R. (I, 26)	20	Mount Jewett, Clermont and Northern	
Litchfield, Carrollton and Western R. R.		R. R. (II, 142)	24
(VI, 550)	50	Mount Jewett, Kinzua and Riterville	
Little Rock and Memphis R. R. (VIII,		R. R. (II, 143)	24
639)	56	Mount Penn Gravity R. R. (II, 144)	24
Little Saw Mill Run R. R. (II, 129)	24	Munising Ry. (VI, 561)	50
Livonia and Lake Conesus R. R. (II, 130) ..	24	Narragansett Pier R. R. (I, 30)	20
Long Island R. R. (II, 131)	24	Nashville and Knoxville R. R. (V, 454) ..	42
Los Angeles and Redondo Ry. (X, 739)	62	Nashville, Chattanooga and Saint Louis	
Los Angeles Terminal Ry. (X, 740)	62	Ry. (V, 444)	42
Louisiana and Arkansas R. R. (VIII, 640) ..	56	National Docks Ry. (II, 145)	24
Louisville and Nashville R. R. (V, VI,		Nevada-California-Oregon Ry. (X, 741)	62
442)	42, 50, 66	New Castle and Butler R. R. (III, 297) ..	32
Louisville Bridge Co. (V, 446)	42	New England R. R. (I, 31)	20
Louisville, Evansville and Saint Louis		New Haven and Dunbar R. R. (II, 146)	26
Consolidated R. R. (III, 288)	32	New Jersey and New York R. R. (II, 99) ..	24

	Page		Page
New Mexico and Arizona R. R. (X, 720) ..	62	Peoria, Decatur and Evansville Ry. (VI, 568)	50
New Orleans and Northeastern R. R. (V, 455)	42	Perkiomen R. R. (II, 183)	26
New Orleans and Western R. R. (IX, 685) ..	60	Perry County R. R. (II, 173)	26
New York and North Pennsylvania R. R. (II, 46)	22	Philadelphia and Brigantine R. R. (II, 178) ..	26
New York and Pennsylvania R. R. (II, 147) ..	26	Philadelphia and Chester Valley R. R. (II, 184)	26
New York and Rockaway Beach Ry. (II, 132)	24	Philadelphia and Reading R. R. (II, 174) ..	26
New York Central and Hudson River R. R. (II, 148)	26, 32	Philadelphia and Reading Ry. (II, 175) ..	26
New York, Chicago and Saint Louis R. R. (III, 284)	32	Philadelphia Belt Line R. R. (II, 190)	26
New York, New Haven and Hartford R. R. (I, 32)	20	Philadelphia, Newtown and New York R. R. (II, 191)	26
New York, Ontario and Western Ry. (II, 152)	26	Philadelphia, Reading and New England R. R. (II, 192)	26
New York, Philadelphia and Norfolk R. R. (II, 153)	26	Philadelphia, Wilmington and Baltimore R. R. (II, 170)	26
New York, Susquehanna and Western R. R. (II, 154)	26	Phillips and Rangeley R. R. (I, 35)	20
New York, Texas and Mexican Ry. (IX, 701)	60	Pine Bluff and Eastern R. R. (VIII, 649) ..	56
Newburg, Dutchess and Connecticut R. R. (II, 156)	26	Pittsburgh and Castle Shannon R. R. (III, 309)	34
Newport and Cincinnati Bridge Co. (III, 307)	34	Pittsburgh and Eastern R. R. (II, 193)	26
Newport and Shermans Valley R. R. (II, 157)	26	Pittsburgh and Lake Erie R. R. (III, 285) ..	32
Niagara Junction Ry. (II, 158)	26	Pittsburgh and Moon Run R. R. (III, 310) ..	34
Norfolk and Southern R. R. (IV, 356)	36	Pittsburgh and Western Ry. (III, 231) ..	30
Norfolk and Western Ry. (III, IV, 299) ..	32, 36, 66	Pittsburgh, Bessemer and Lake Erie R. R. (III, 311)	34
North Pacific Coast R. R. (X, 742)	62	Pittsburgh, Chartiers and Youghiogheny Ry. (III, 308)	34
Northampton and Hertford R. R. (IV, 357) ..	36	Pittsburgh, Cincinnati, Chicago and Saint Louis Ry. (III, 306)	34
Northeast Pennsylvania R. R. (II, 182)	26	Pittsburgh Junction R. R. (III, 312)	34
Northern Alabama Ry. (V, 456)	42	Pittsburgh, Lisbon and Western Ry. (III, 313)	34
Northern Central Ry. (II, 168)	26	Port Jervis, Monticello and New York R. R. (II, 195)	26
Northern Division Cumberland and Ohio R. R. (V, 445)	42	Port Reading R. R. (II, 185)	26
Northern New York R. R. (II, 159)	26	Port Royal and Augusta Ry. (IV, 362)	36
Northern Ohio Ry. (III, 281)	32	Port Townsend Southern R. R. (X, 750)	62
Northern Pacific R. R. (VI, VII, X, 562) 50, 54, 62, 66	50, 54, 62, 66	Portage Creek and Rich Valley R. R. (II, 194)	26
Northern Pacific Ry. (VI, VII, X, 563) 50, 54, 62, 66	50, 54, 62, 66	Portland and Rochester R. R. (I, 7)	18
Northwestern Coal Ry. (VI, 564)	50	Portland and Rumford Falls Ry. (I, 36) ..	20
Northwestern Monroe Ry. (III, 300)	32	Portsmouth and Tygart Valley R. R. (V, 459)	42
Ogdensburg and Lake Champlain R. R. (II, 77)	22	Potomac, Fredericksburg and Piedmont R. R. (IV, 363)	36
Ohio River R. R. (IV, 358)	36	Quincy, Omaha and Kansas City Ry. (VI, 569)	50
Ohio River and Charleston Ry. (IV, 360) ..	36	Raleigh and Augusta Air Line R. R. (IV, 375)	38
Ohio Southern R. R. (III, 301)	32	Raleigh and Gaston R. R. (IV, 372)	38
Ohio Valley Ry. (V, 457)	42	Raleigh and Western Ry. (IV, 364)	36
Oil City and Ridgway Ry. and Mining Co. (II, 160)	26	Raritan River R. R. (II, 196)	26
Omaha and Republican Valley Ry. (VII, 611)	54	Ravenswood, Spencer and Glenville Ry. (IV, 359)	36
Omaha and St. Louis Ry. (VI, 565)	50	Reading and Columbia R. R. (II, 186)	26
Omaha Bridge and Terminal Ry. (VII, 600) ..	54	Reynoldsville and Falls Creek R. R. (II, 197)	26
Orange County R. R. (II, 124)	24	Richmond, Fredericksburg and Potomac R. R. (IV, 366)	36
Oregon and Texas Ry. (II, 161)	26	Richmond, Nicholasville, Irvine and Beatyville R. R. (V, 460)	42
Oregon Central and Eastern R. R. (X, 743) ..	62	Rio Grande R. R. (IX, 688)	60
Oregon R. R. and Navigation Co. (X, 745) ..	62	Rio Grande Southern R. R. (VIII, 650) ..	56
Oregon Ry. and Navigation Co. (X, 744) ..	62	Rio Grande Western Ry. (X, 751)	62
Oregon Short Line R. R. (X, 746)	62	Ripley and Mill Creek Valley R. R. (IV, 367)	38
Oregon Short Line and Utah Northern Ry. (X, 766)	64	Rock Island and Peoria Ry. (VI, 570)	50
Owasco River Ry. (II, 162)	26	Rockport R. R. (I, 37)	20
Owensboro, Falls of Rough and Green River R. R. (V, 429)	42	Rockport, Langdon and Northern Ry. (VI, 571)	50
Pacific Coast Ry. (X, 747)	62	Rupert and Bloomsburg R. R. (II, 187) ..	26
Pacific Lumber Co.'s R. R. (X, 748)	62	Saginaw, Tuscola and Huron R. R. (III, 314)	34
Pacific Lumber and Wood Co.'s R. R. (X, 749)	62	Saint Clairsville and Northern Ry. (III, 315)	34
Paducah Union Depot Co. (V, 430)	42	Saint Croix and Penobscot R. R. (I, 38) ..	20
Paragould Southeastern Ry. (VIII, 654) ..	58	Saint Johns and Lake Eustis Ry. (V, 466)	42
Patten and Sherman R. R. (I, 34)	20	Saint Johnsbury and Lake Champlain R. R. (I, 8)	18
Pawnee R. R. (VI, 566)	50	Saint Joseph and Grand Island R. R. (VII, 601)	54
Pecos River R. R. (IX, 687)	60	Saint Joseph and Grand Island Ry. (VII, 602)	54
Pecos Valley Ry. (IX, 686)	60	Saint Joseph Terminal R. R. (VI, 572)	50
Pennsboro and Harrisville Ritchie County Ry. (IV, 361)	36	Saint Joseph Union Depot Co. (VI, 573) ..	50
Pennsylvania Co. (III, 302)	26, 32		
Pennsylvania R. R. (II, 164)	26		
Pennsylvania and Northwestern R. R. (II, 172)	26		
Pensacola Terminal Co. (V, 458)	42		
Peoria and Eastern Ry. (III, VI, 255)	30, 48, 66		
Peoria and Pekin Union Ry. (VI, 567)	50		

	Page		Page
Saint Lawrence and Adirondack Ry. (II, 150)	26	Southern Pacific Co. (IX, X, 694)	60, 64, 66
Saint Louis and Hannibal Ry. (VI, 574) ..	50	Spokane Falls and Northern Ry. (X, 762) ..	64
Saint Louis and San Francisco R. R. (VIII, 651)	56	Staten Island Rapid Transit R. R. (II, 202) ..	28
Saint Louis, Avoyelles and Southwestern Ry. (IX, 689)	60	Sterling Mountain Ry. (II, 203)	28
Saint Louis, Belleville and Southern Ry. (VI, 575)	50	Stewartstown R. R. (II, 204)	28
Saint Louis, Cape Girardeau and Fort Smith Ry. (VIII, 652)	58	Stillmore Air Line Ry. (V, 474)	44
Saint Louis, Chicago and Saint Paul R. R. (VI, 576)	50	Stony Clove and Catskill Mountain R. R. (II, 210)	28
Saint Louis, Chicago and Saint Paul Ry. of Illinois (VI, 577)	50	Stony Creek R. R. (II, 188)	26
Saint Louis, Indianapolis and Eastern R. R. (VI, 578)	50	Stuttgart and Arkansas River R. R. (VIII, 658)	58
Saint Louis, Iron Mountain and Southern Ry. (VIII, 646)	56	Suffolk and Carolina Ry. (IV, 380)	38
Saint Louis, Keokuk and Northwestern R. R. (VI, 507)	46	Sugar Land Ry. (IX, 703)	60
Saint Louis Merchants' Bridge Terminal Ry. (VIII, 660)	58	Sugar Run R. R. (II, 205)	28
Saint Louis, Peoria and Northern Ry. (VI, 579)	50	Sullivan County R. R. (I, 10)	18
Saint Louis Southwestern Ry. (VIII, 653) ..	58, 60	Sumpter Valley Ry. (X, 764)	64
Saint Louis Southwestern Ry. of Texas (IX, 690)	60	Susquehanna and Buffalo R. R. (II, 206) ..	28
Saint Louis Transfer Ry. (VIII, 655)	58	Sussex R. R. (II, 93)	22
Saint Marys and Southwestern R. R. (II, 198)	26	Syracuse, Binghamton and New York R. R. (II, 94)	22
Saint Paul and Duluth R. R. (VI, 580)	50	Tabor and Northern Ry. (VI, 585)	50
Saint Paul Union Depot Co. (VI, 581)	50	Talbotton R. R. (V, 475)	44
Salem R. R. (III, 316)	34	Tamaqua, Hazelton and Northern R. R. (II, 189)	26
Salina and Southwestern Ry. (VIII, 666) ..	58	Tampa and Thonotosassa R. R. (V, 469) ..	42
Salisbury R. R. (II, 57)	22	Terminal R. R. Association of Saint Louis (VIII, 659)	58
Salt Lake and Los Angeles Ry. (X, 752) ..	62	Terre Haute and Indianapolis R. R. (III, VI, 317)	34, 52, 66
San Antonio and Aransas Pass Ry. (IX, 692)	60	Texarkana and Shreveport R. R. (VIII, 661)	58
San Antonio and Gulf R. R. (IX, 693)	60	Texas and New Orleans R. R. (IX, 702) ..	60
San Bernardino, Arrowhead and Waterman Ry. (X, 753)	64	Texas and Pacific Ry. (IX, 704)	60
San Diego, Cuyamaca and Eastern Ry. (X, 754)	64	Texas Central R. R. (IX, 706)	60
San Diego, Pacific Beach and La Jolla Ry. (X, 755)	64	Texas Mexican Ry. (IX, 707)	60
San Francisco and North Pacific Ry. (X, 756)	64	Texas Midland R. R. (IX, 708)	60
San Pete Valley Ry. (X, 757)	64	Texas, Sabine Valley and Northwestern Ry. (IX, 709)	60
Santa Fe, Prescott and Phoenix Ry. (X, 758)	64	Texas Trunk R. R. (IX, 710)	60
Sandy River R. R. (I, 39)	20	Tifton and Northeastern R. R. (V, 476) ..	44
Sanford and Saint Petersburg R. R. (V, 467)	42	Tionesta Valley Ry. (III, 318)	34
Sault Sainte Marie Bridge Co. (VI, 582) ..	50	Tionesta Valley and Hickory Ry. (III, 319) ..	34
Savannah, Florida and Western Ry. (V, 461)	38, 42	Tionesta Valley and Salmon Creek Ry. (III, 320)	34
Seaboard and Roanoke R. R. (IV, 370)	38	Toledo and Ohio Central Ry. (III, 321) ..	34, 38, 66
Searcy and West Point R. R. (VIII, 656) ..	58	Toledo and Ohio Central Extension R. R. (III, 323)	34
Seattle and International Ry. (X, 759)	64	Toledo Belt Ry. (III, 329)	34
Seattle and Northern Ry. (X, 760)	64	Toledo, Peoria and Western Ry. (VI, 587) ..	52
Seattle Warehouse and Terminal Co. (X, 761)	64	Toledo, Saginaw and Muskingum Ry. (III, 272)	32
Sharpsville R. R. (II, 58)	22	Toledo, Saint Louis and Kansas City R. R. (III, VI, 324)	34, 52, 66
Shepaug, Litchfield and Northern R. R. (I, 33)	20	Toledo Southeastern Ry. (III, 325)	34
Sherman, Shreveport and Southern Ry. (IX, 684)	60	Troy and Tiptonville R. R. (V, 432)	42
Short Route Ry. Transfer Co. (V, 431)	42	Tuckerton R. R. (II, 207)	28
Silver Lake Ry. (II, 199)	28	Tuskegee R. R. (V, 477)	44
Silver Springs, Ocala and Gulf R. R. (V, 468)	42	Tyler Southeastern Ry. (IX, 691)	60
Silverton R. R. (VIII, 657)	58	Ulster and Delaware R. R. (II, 208)	28
Sioux City and Northern R. R. (VI, 583) ..	50	Ultima Thule, Arkadelphia and Mississippi R. R. (VIII, 662)	58
Sioux City and Pacific R. R. (VI, 498)	46	Unadilla Valley Ry. (II, 211)	28
Sioux City, O'Neill and Western Ry. (VII, 605)	54	Union R. R. (of Baltimore) (II, 169)	26
Skaneateles R. R. (II, 200)	28	Union Freight R. R. (I, 42)	20
Slate Run R. R. (II, 201)	28	Union Pacific Ry. (VII, VIII, 606) ..	54, 58, 60, 64, 66
Solomon R. R. (VIII, 667)	58	Union Pacific, Denver and Gulf Ry. (VIII, 668)	58, 60
Somerset Ry. (I, 40)	20	Union Pacific, Lincoln and Colorado Ry. (VIII, 669)	58
South Atlantic and Ohio R. R. (IV, 376) ..	38	Union Point and White Plains R. R. (V, 418)	40
South Carolina and Georgia R. R. (IV, 377) ..	38, 44	Union R. R., Elevator and Transportation Co. (III, 326)	34
South Manchester R. R. (I, 41)	20	United States and Canada R. R. (II, 107) ..	24
South Saint Paul Belt R. R. (VI, 584)	50	Ursina and North Fork Ry. (II, 212)	28
Southern Ry. (IV, V, 378)	38, 44, 66	Utah Central Ry. (X, 767)	64
Southern California Ry. (X, 721)	62	Valdosta Southern Ry. (V, 478)	44
		Valley R. R. (of Pennsylvania) (II, 213) ..	28
		Valley R. R. (of Virginia) (IV, 381)	38
		Vancouver, Klickitat and Yakima R. R. (X, 768)	64
		Velasco Terminal Ry. (IX, 712)	60
		Vermont Valley R. R. of 1871 (I, 9)	18
		Vicksburg, Shreveport and Pacific R. R. (IX, 713)	60
		Virginia and Truckee R. R. (X, 769)	64
		Visalia and Tulare R. R. (X, 770)	64

	Page.		Page.
Wabash R. R. (III, VI, 327).....	34, 52, 66	Wichita Valley Ry. (IX, 716).....	60
Wabash, Chester and Western R. R. (VI, 588).....	52	Wilkes Barre and Eastern R. R. (II, 155) ..	26
Waco and Northwestern R. R. (IX, 714) ..	60	Williams Valley R. R. (II, 219) ..	28
Wallkill Valley R. R. (II, 151).....	26	Williamsport and North Branch R. R. (II, 220) ..	28
Warrenton R. R. (IV, 382).....	38	Williamsville, Greenville and Saint Louis Ry (VIII, 671) ..	58
Washington and Columbia River Ry. (X, 771) ..	64	Willmar and Sioux Falls Ry. (VI, 535)...	48
Washington, Alexandria and Mount Vernon Ry. (IV, 383).....	38	Wilmington and Northern R. R. (II, 221) ..	28
Waukegan and Mississippi Valley Ry. (VI, 589) ..	52	Wilmington, Newbern, and Norfolk Ry. (IV, 386) ..	38
Waynesburg and Washington R. R. (II, 163) ..	26	Wilmington Sea Coast R. R. (IV, 387) ..	38
Weatherford, Mineral Wells and Northwestern Ry. (IX, 715) ..	60	Winifrede R. R. (IV, 388) ..	38
West Jersey and Seashore R. R. (II, 171) ..	26	Winona and Western Ry. (VI, 590) ..	52
West Virginia and Pittsburgh R. R. (IV, 336) ..	36	Winona Bridge Ry. (VI, 591) ..	52
West Virginia Central and Pittsburg Ry. (IV, 384) ..	38	Winston and Bone Valley R. R. (V, 470) ..	42
Western Maryland R. R. (II, 214) ..	28	Wisconsin and Chippewa Ry. (VI, 592)...	52
Western New York and Pennsylvania Ry. (II, 217) ..	28	Wisconsin Central Co. (VI, 593) ..	52
Western Ry. of Alabama (V, 419).....	40	Wisconsin Central R. R. (VI, 594).....	52
Wheeling and Lake Erie Ry. (III, 328)...	34	Wisconsin, Minnesota, and Pacific R. R. (VI, 557) ..	50
Wheeling Bridge and Terminal Ry. (IV, 385) ..	38	Wood River Branch R. R. (I, 43) ..	20
White and Black River Valley Ry. (VIII, 670) ..	58	Woodstock Ry. (I, 44).....	20
Wichita and Western Ry. (VIII, 616)	56	Yazoo and Mississippi Valley R. R. (V, 433) ..	42
		York Harbor and Beach R. R. (I, 11).....	18
		York Southern R. R. (II, 222).....	28
		Youghiogheny and Wick Haven R. R. (II, 223) ..	28
		Yreka R. R. (X, 772).....	64
		Zanesville and Ohio River Ry. (III, 330) ..	34



House documents

Bd.: [494.] 1897/98, Vol. 40 = Congress 55, Sess. 2

Washington, DC 1897

Am.b. 3040-494,40

urn:nbn:de:bvb:12-bsb11859402-0